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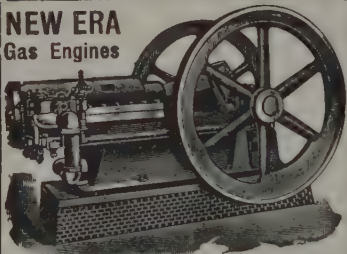
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This scale book contains 100 pages 8x11 1/4 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net... bushels... pounds, Price, Dollars and Cents.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

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Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000

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The tables show the following reductions:
Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

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The
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Let the Grain Dealers Journal
Want Ads do your work.
They bring quick returns.

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That will
Not
Damage
The Grain.



Combined Grain Cleaner and Pneumatic Car Loader

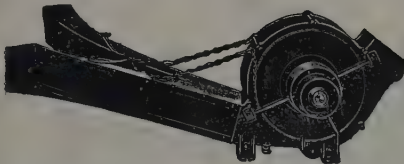
The only machine that will
clean and load at the
same time.

New Lennox, Ill., July 30, 1907
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Dear Sirs: I enclose draft to pay for Car Loader and
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does it perfectly. I would not be without it now, for
any money, now that we have used it a while.
Very truly yours,
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MATTOON GRAIN CONVEYOR CO.
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WELL SATISFIED

Jasper, Ind., Oct. 22, 1907.
Maroa Mfg. Co., Maroa, Ill.
Gentlemen:—Enclosed find check as per
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P. S.—All I have to say in regard to Boss
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In this space we have published a great many testimonials, most of which,
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but we will be pleased to ship you one on trial for we are sure that if you follow
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MAROA MFG. CO.. Maroa, Illinois

Any Weight

of grain up to 100,000 pounds is
reduced to bushels by Clark's
Decimal Grain Values, which
also shows the value of any
number of pounds in dollars
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GRAIN DEALERS JOURNAL

255 La Salle Street
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Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest addition
the cost of any quantity of grain at any
possible market price and reduces pounds to
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The values are shown directly from the pounds
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Pounds are shown in red figures, and values
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Reductions to bushels are given in two col-
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The complete book comprises four sets of
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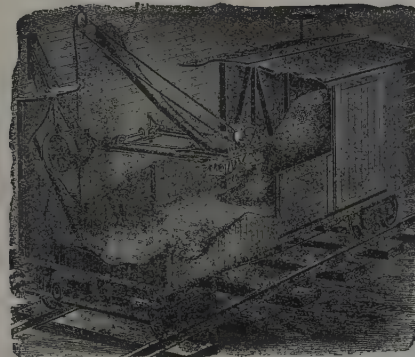
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255 La Salle St., Chicago, Ill

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Then read the advertisements in the "Elevators Wanted" col-
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Weighs and records accurately, every pound of grain passing through it.

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Its smooth running qualities insures its durability.

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McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales, but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights, I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale. I can recommend it to any one who wants something good.

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WRITE US FOR PARTICULARS
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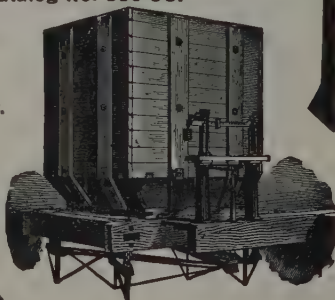
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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

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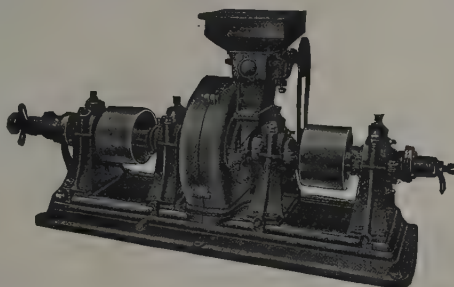
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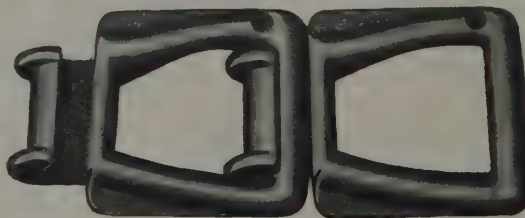
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Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lb. dockage are given. Also a table for reducing any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

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We can do it cheaper—We make the best plans and specifications—Put up the best jobs and finish them complete.

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

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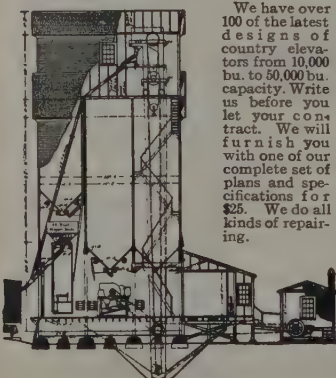
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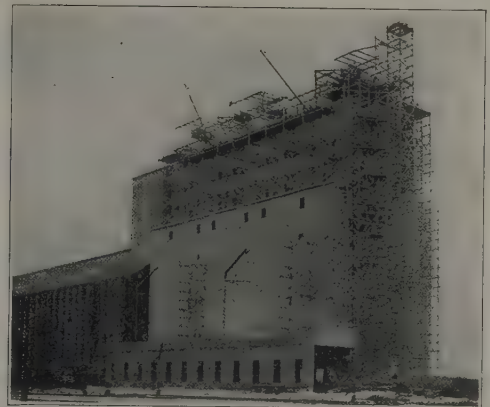
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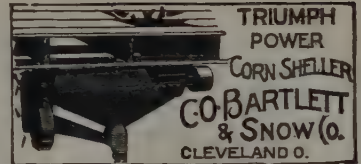
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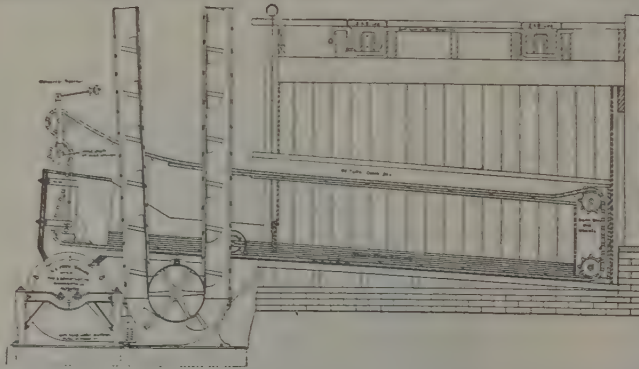
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On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

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Are You Building a New Elevator Or Remodeling an Old One?

In either case don't you see by the accompanying cut what a **HANDY** arrangement we offer you for handling grain?

A Self-locking Rail Dump, B. S. C. Chain Conveyor and Feeder to the Elevator Boot or to the **U. S. CORN SHELLE** which discharges directly into the Boot.

State particulars and we will tell you what this outfit would cost.

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The **New Marseilles Dustless Cylinder Corn Sheller** is well made, stands hard work and will shell with a minimum amount of breakage of both cobs and kernels; requires little power and has a large capacity. This is the only **Cylinder Sheller** that does not deliver dust or dirt into the cob pile; that saves the largest percentage of the corn and that cleans both the corn and the cobs. By using this sheller and cleaner you get uniform kernels, that are free from broken bits of cobs, pieces of the husk, silks or other foreign matter.

This year corn requires careful handling, be on the safe side and use the **New Marseilles Dustless Cylinder Corn Sheller and Cleaner**, your corn will grade better. Made in 3 sizes from 200 to 1800 bushels per hour.

We also manufacture a complete line of elevator machinery and supplies, and can equip your new elevator from cupola to pit. Send for catalog.

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NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLE & CLEANER

We make warehouse shellers with or without cleaning device. For handling either shucked or unshucked corn.



MARSEILLES, ILLINOIS

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Hall Signaling Distributor



Fig. 9

Spout in position filling a bin.

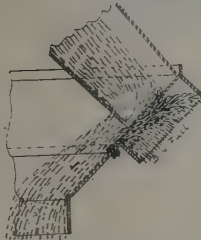


Fig. 10

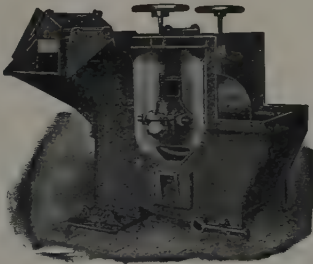
Bin is full, automatic overflow signaling operator on lower floor. Does not back-leg.



Fig. 11

Bin is full, grain is shut off, cups and spout are empty, overflow has ceased. Spout is now ready to be moved to another bin without mixing a kernel of grain.

HALL DISTRIBUTOR CO., 222 First National Bank Bldg., OMAHA, NEBRASKA



A Choked Boot is an Abomination.

It is expensive, in delays, in labor in Buckets, and belts, in wasted, mixed, and damaged grain, in interrupted business. The buckets never run full of grain. Your time is wasted in watching them do half duty, consuming power, material and time. Everybody knows it is unsatisfactory and imperfect, nobody was ever pleased with the operation of his Boot. Should this be so? The,

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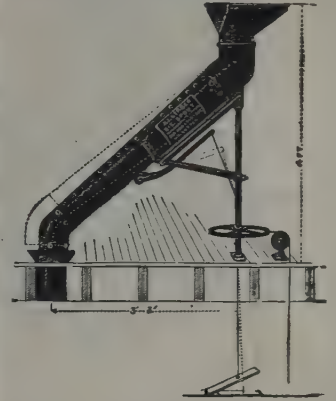
will remedy everyone of those objections to your entire satisfaction. It is automatic, requiring no attention when in operation. Consumes less power, elevated double the amount and never chokes.

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Good Spouts Reasonable Prices

That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

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It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

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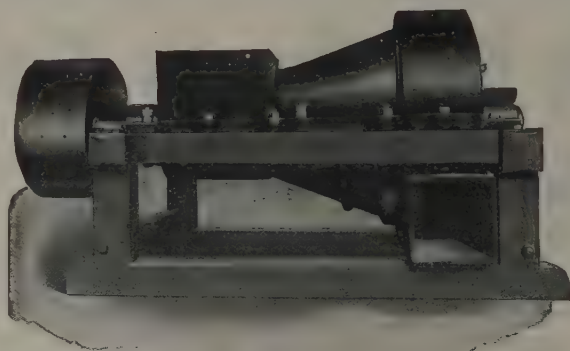
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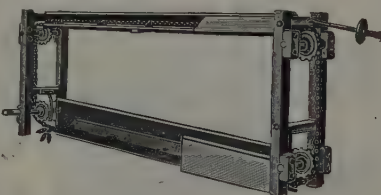
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SIZES: 300 TO 1,400 BUSHELS PER HOUR

All ready to install, with cast
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ANY
Length,
Most
Complete



Motion reversed by gears when ordered.

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COTTON SEED MEAL for sale. We are manufacturers. Can quote low prices on best grades. Chickasha Cotton Oil Co., 136 L. S. Exchange, Kansas City, Mo.

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WANTED: Partner to build a first class flour mill in Lyons, Kans. Access to three railroads. Own a good site and three good near by elevators. Write O. I. C., Lyons, Kans.

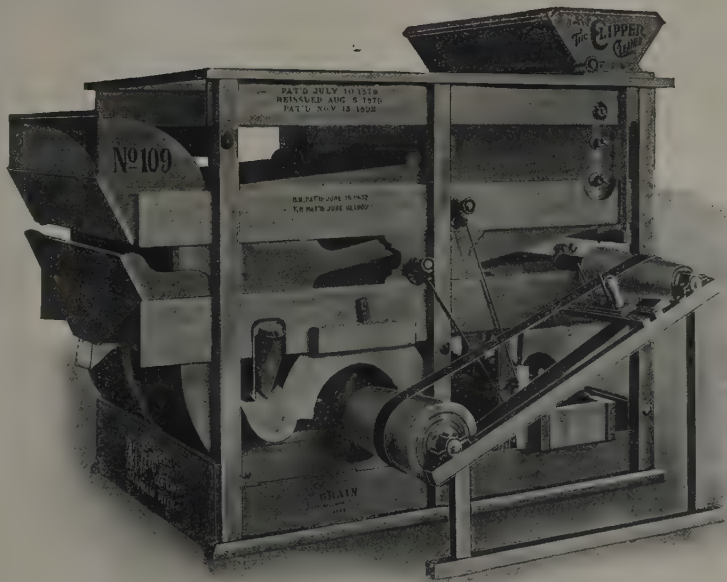
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TO RELIABLE and capable party with \$10,000 or \$15,000 to invest will be given presidency and management of well established Minnesota elevator line and fuel trade. Address Mec, Box 2, Grain Dealers Journal, Chicago, Ill.

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ELEVATORS FOR SALE.

FOR SALE—Elevators handling from 100,000 bu. up to 400,000 bu. annually, located in good towns in Illinois and western Indiana. Write, phone or best of all come and see me. Have long list of satisfied purchasers. James M. Maguire, Campus, Ill.

FOR SALE: New elevator with coal and livestock business in one of the best new towns of Oklahoma, formerly Indian Territory. Finest corn section in the southwest. 100,000 bushels business this year, should double next year. Price \$7,000. Address Nor, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND FEED MILL. Exclusive grain, seed, hay, feed and coal business in a live town in northern Indiana. Good surrounding country; general farming population, German descent. 2 R. Rs. Good reason for selling. Business good for \$80,000 annually. Address D. A. P., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE: 100,000 bu. capacity, doing business of about 500,000 bushels a year. Located in best grain district of western Indiana, on the Chicago & E. Ill. railroad, about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars. Address Nile, Box 1, Grain Dealers Journal, Chicago, Ill.

A GRAND OPPORTUNITY. A modern cribbed elevator, 20,000 bushels capacity on the G. N. Ry., run only 3 years, equipped with Howe dump and hopper scales, 6 H. P. Fairbanks Gas Engine. Good territory. Thriving town with good schools and churches. A snap for a wide awake grain man. Address W. P., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, 40,000 bushel capacity and 100 bbl. flour mill in good live North Dakota town; plant can show big business during operation; built in 1905; 12 horse gasoline engine in elevator, 60 horse steam in mill; located joining and must be sold together. Have good reasons for selling. Will consider trade for N. D. land. Splendid opening for right party, terms on application. Address Remboldt, Olsen & Weixel, Medina, N. D.

ELEVATOR FOR SALE in Northern Indiana on the Lake Shore Road. Cap., 10,000. 75,000 per annum; modern, up-to-date; built three years; in good grain country. No opposition. 16 H. P. Gas Engine, 4 ton wagon, scales in side. Hopper scales; corn sheller and cleaner. Office and all fixtures and cob house. Will sell at a bargain \$4,400. Address Mid, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE: Two elevators. One in northern Iowa, cribbed elevator, capacity 15,000 bushels; coal sheds, dump scales, gasoline engine, etc. Located on C. R. I. & P. Ry. One in Southern Minnesota, flat house with leg, dump scales, gasoline engine, coal sheds, flour house, etc. Capacity, 12,000 bushels. Located on the Southern Minnesota Division, Chicago, Milwaukee & St. Paul Ry. Address F. M., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

A LINE of 12 country elevators in the neighborhood of Sioux Falls are doing as good a business as any house in this part of the country. Will sell singly or in a bunch as buyers may wish. Reason for selling, we are going out of business. The line is first class in every way and any one wanting elevators will do well by looking these houses over. Address Box 693, Sioux Falls, S. D.

FOR SALE—A modern cribbed gasoline power elevator in the heart of the grain center of Illinois. Capacity 40,000 bu. of shelled grain and 8,000 bu. of ear corn. Last year's shipments were 246,000 bu. handled on good margins. Friendly competition and no farmers company. Can use either Chicago or Peoria markets to the same advantage; all located on our own grounds in a town of 1,500 inhabitants with good schools. Have other business to attend to and will sell for \$9,000. If you want a good grain business here is your opportunity. Address Ming, Box 3, Grain Dealers Journal, Chicago, Ill.

OHIO ELEVATOR for sale. Capacity 15,000 bu., property includes big hay barn, corn crib, office and stable for horses. Business averages from 75 to 100,000 bu. The plant is only 4 blocks from center of town, the population of which is 9,000. One of the most profitable parts is the retail flour and feed business, handle most everything, the farmer needs and incidentally furnish a big amount to the different factories located in our place as well as to the citizens. Terms half cash, balance time. No trade. This is a profitable and money making business. Reason for selling, am getting too old to take care of things as they ought to be. Address Weg, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR RENT.

TO LET—A mill and elevator located in the city of Worcester, Mass., on the tracks of the Boston & Maine Railroad; area three floors and a basement about 40x60, three floors about 40x30; bin capacity for about 40,000 bushels; equipped with shafting mills, bucket elevators, platform elevator, reel and scales. Steam or electric power can be supplied; has milling-in-transit privilege; situated in the heart of the city; four minutes walk from Union Station and ten minutes walk from City Hall; has done a large business. Price of rental \$250 a month. A quick capital of \$25,000 essential. A partner could possibly be furnished. The city of Worcester contains 130,000 people and is the second city in size in Mass. It is a manufacturing center of a high order and possesses social, artistic and educational advantages unsurpassed in any city in the country. Apply to I. S. Whiting, 570 Rutherford Ave., Boston, Mass.

MISCELLANEOUS.

NOTICE: We are exclusive agents for Indiana for COON BROS. GRAIN DRYER AND CLEANER. It's a great success, cheap and durable. Come to Frankfort and see it in operation. Will pay buyers car fare to Mar. 1. Orders must take their turn. John A. Rice, Frankfort, Ind.

ELEVATORS WANTED.

WANTED to trade for a good elevator. F. P. Hawthorne, McPherson, Kans.

WANTED—To buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

OKLAHOMA ELEVATORS WANTED for cash or trade. Address C. C., Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: ten to fifteen thousand bu. capacity. Located in central Ind. or Ill. Address C. M., Box 2, Grain Dealers Journal, Chicago, Ill.

I HAVE two quarter sections of land in So. Dak. that I will trade for elevators in So. Dak. or Nebraska. Address V. E. Butler, Heron Lake, Minn.

FOR SALE OR EXCHANGE FOR ELEVATORS: 480 acres good farm land joining school house in N. Dak. Will trade ¼ Sec. or ½ Sec. or all of it toward 1 or 2 or 3 good elevators in N. Dak., or western Canada. Will pay balance in cash. Give location, price and description in first letter. Address Otto, Box 3, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

MILL STOCK FOR SALE. 200 shares of stock, to increase capital of an established and profitable milling business. For particulars address Moran Milling Co., Lamar, Mo.

FOR SALE—100 bbl. mill and 15000 bu. elevator in live central Indiana town. Good coal business in connection. Mill doing thriving business at present. Good reason for selling. Address Lamb, Box 7, Grain Dealers Journal, Chicago, Ill.

150 BBL. ROLLER MILL FOR SALE. Up-to-date, Alsop Bleacher, Plansifter system, 150 H. P. boiler and engine, coal or oil. Shelling plant in connection. Located in best wheat section of Texas. Will sell cheap, half cash, balance on time. Owners have other business. Address M., Box 10, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

FOR SALE: Membership in St. Louis Merchants Exchange, cheap. Address D., Room 6 Elk's Bldg., Little Rock, Ark.

ADDRESS WANTED of H. H. Churchill of the Churchill Grain Co., St., Louis, Mo. Have communication for him. Address Hill, Box 3, Grain Dealers Journal, Chicago, Ill.

BUY LAND—\$5.00 cash and \$5.00 per month buys 10 acres of good fruit and farming land right in the oil region of Texas, chance for oil under the 10 acres you buy, showing is good. Price, \$20.00 per acre. Title warranted. Frank Thoms, 910½ Preston Ave., Houston, Texas.

THE best paying business requiring no capital is real estate. We teach you the business by mail, appoint you our representative, co-operate with you and establish you quickly in a profitable business of your own. Or you can earn good income in spare time. Write us today. American Real Estate Co., Dept. D, Des Moines, Iowa.

HAY WANTED.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

HAY WANTED: Quotations on Choice No. 1 and No. 2 in large and medium bales. Will advance 95% of the purchase price. Isaie Laplante, Fall River, Mass. Boston Rate.

HAY FOR SALE.

ALL or any part of 100 cars each No. 1 & No. 2 Timothy hay; ask for prices. Model Milling Co., Celina, Ohio.

KANSAS UPLAND PRAIRIE HAY FOR sale. We make a specialty of the Prairie Hay Business, and will quote you delivered prices that will interest you. Also shippers of Indiana Packing hay. Write us today. J. G. Hermann & Co., Indianapolis, Ind.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

285 La Salle St., Chicago, Ill.

Gentlemen—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator..... Post Office.....
.....bus. State.....

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engines for sale, 10-h. p.
Temple Pump Co., 15th Place, Chicago.

FOR SALE: One 40 H. P. Gasoline engine in good condition. Address W. H. VanderHeyden, Ionia, Mich.

FOR SALE: Olds Gasoline Engine, 18 h. p. Also Iron Quaker Brick Machine. Both nearly new. Box 195, Prescott, Ia.

FOR SALE: Fairbanks Morse 50 H. P. Gasoline Engine in good condition. Just the thing for country elevator or feed mill. Bay State Milling Co., Wirona, Minn.

TAKEN IN TRADE FOR SALE CHEAP: 1 15 H. P. Fairbanks-Morse Gasoline Engine, 1 44 H. P. Howe Gasoline Engine. Gregory Electric Company, Chicago, Ill.

FOR SALE several gasoline or gas engines from 5 h. p. to 50 h. p., various makes, quick shipments and satisfactory warranty. We also have stock of steam engines and boilers. Address South St. Louis Foundry, No. 7514 South Broadway, St. Louis, Mo.

FOR SALE: 12 H. P. and 16 H. P. White Stationary gasoline engines; 20 H. P. 4 cylinder marine engine; 15 H. P. steam engine and boiler on skids; 12x8½x10 duplex Worthington steam pump. All in excellent condition. Address Enterprise Machine Co., Minneapolis, Minn.

GAS ENGINES FOR SALE.

22 H.P. Fairbanks-Morse.

16 H.P. Fairbanks-Morse.

12 H.P. Fairbanks-Morse.

8 H.P. Fairbanks-Morse.

20 H.P. Otto.

8 H.P. Otto.

10 H.P. Ohio.

25 H.P. Columbus.

10 H.P. Webster.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

MISCELLANEOUS FOR SALE.

FOR SALE: 1 Doriots Automatic flour or grain scale. 1 Dutton Automatic grain scale No. 3. 1 Philip Smith corn sheller and cleaner combined. Capacity 350 to 400 bushels per hour. Address The New Milling Co., Greenfield, Indiana.

FOR SALE: two two-compartment Greiner moisture testers for gas, with glass flasks, etc. Used not to exceed six times. Price complete, \$25.00 each f. o. b. Chicago. Address Hess Warming & Ventilating Co., 907 Tacoma Bldg., Chicago, Ill.

MACHINES FOR SALE.

FOR SALE: Grinder, Clipper, Loader; cheap. Nearly new. No use for them. C. J. Meyer, Frankfort, Ill.

FOR SALE: Invincible Oat Clipper; No. 4½ and 2½ Western Combined Sheller and Cleaner. One No. 7 Bowsher Feed Mill. Write for circular and prices. A. S. Garman & Co., Akron, Ohio.

FOR SALE: No. 4 Victor Corn Sheller, 1,300 bushels per hour capacity. No. 4 Cornwall Shaker Corn Cleaner, capacity 1,300 bushels per hour. Address B. F. Gump Co., 50 So. Canal St., Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS 300 bushel hopper scale used but little for sale. Address Scale, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE: One 100 bushel Fairbanks hopper-scale cheap for cash. Washington Park Coal & Feed Co., 6311 Cottage Grove Ave., Chicago, Ill.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

SCALE BARGAINS.

60 Ton 38 ft. Fairbanks R. R. Track Scale.

15 Ton 22 ft. Howe Wagon Scale.

3500 lb. Fairbanks Dormant Scale.

Above are refitted and as good as new.

We repair any make of scale. The Standard Scale & Supply Co., 50 S. Canal St., Chicago, Ill.

GRAIN FOR SALE.

FOR SALE: Ear corn on Q & Rock Island track. W. C. Rauscher, Lockridge, Ia.

WE HAVE ear corn for sale. Write us. Address KINSEY BROS., No. Manchester, Ind.

FOR SALE—Oats and Corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

FOR CHOICE Kansas Milling Wheat, either "Turkey" or the ordinary "Hard" variety, Kaffir Corn or Cane Seed, write The Western Grain Co., Wichita, Kan.

BAGS FOR SALE.

NEW BURLAP BAGS made up promptly; bottom prices. We buy reliable second-hand bags, and carry all kinds in stock; get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

ENGINES AND BOILERS.

FOR SALE: One 35 h. p. Frost Boiler, one 25 h. p. Chandler & Taylor Engine. Nearly as good as new. Lyons, Esson & Light, Brook, Ind.

FOR SALE.**ENGINES AND BOILERS.**

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.
1748 Powers St. Cincinnati, O.

FOR SALE.**ENGINES AND BOILERS.**

One 12x36 Corliss Engine.....\$ 500.00
One 20x42 Corliss Engine, with belt 1,250.00
One automatic engine, 200 H. P. 500.00
One 25 KW. direct connected engine and generator 750.00
One 100 KW. engine and generator 1,500.00
Two 150 H. P. tubular boilers, each 350.00
Two water tube boilers, each... 500.00
POWER EQUIPMENT Co., 1102 Fisher Bldg., Chicago, Ill.

MACHINES WANTED.

WANTED: A good second hand car loader. Address Box 85, Marble Rock, Ia.

GRAIN WANTED.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

NEW CROP buckwheat wanted. The flour for sale, also car good wheat screenings. Pape & Loos, Quincy, Ill.

WANTED. Choice Black Mixed Oats. Also choice White Oats. Mail samples to G. L. Graham & Co., St. Louis, Mo.

WANTED: Chicago, Ill., Corn and Oat shipper to keep me posted with prices. Responsible buyers furnished at your terms. My brokerage \$3.00. L. W. Powers, Broker, 421 Board of Trade, Norfolk, Va.

POPCORN WANTED.

POPCORN WANTED—Correspond with us. Bradshaw Co., New York, N. Y.

BUYERS OF SALVAGE GRAIN**Salvage Grain Wanted**

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER

72 Pearl Street, BUFFALO, N. Y.

The Toledo Salvage Co.

Buyers of

**OFF GRADES and
SALVAGE GRAIN**

Toledo, - - - Ohio

FRANK MARSHALL

253 LA SALLE STREET

CHICAGO

SEEDS FOR SALE.

FOR SALE: Timothy and Clover seed. Write for prices. W. C. Rauscher, Lockridge, Iowa.

WISCONSIN HEAVY SEED OATS which will germinate, for sale, see ad on page 139 this number.

KANSAS GROWN Alfalfa and other Grass and Field Seeds for sale. Address J. G. Peppard, Kansas City, Mo.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

FOR SALE: If in the market for Kaffir Corn, get our prices. Quality good. Address The A. R. Clark Grain Co., Wichita, Kansas.

FOR SALE: Yellow Dent Seed corn, \$1.50 per bu. Supply limited. Cob meal, 90 cents per Hundred. Branch Grain & Seed Co., Martinsville, Ind.

SEED OATS FOR SALE: We have a few cars of fancy Texas red seed oats for sale, can ship promptly. E. H. Linzee Grain Co., Hobart, Okla.

KHERSON SEED OATS for sale. Earliest of all varieties, do not rust or lodge. Write for sample and price. Stuart Baxter, Battle Creek, Iowa.

SEEDS FOR SALE: Bromus Inermis, Alfalfa, Clover, Wheat, Oats, Barley and Seed Corn. Send for catalog. J. L. Loebis Seed Co., Aberdeen, S. D.

NEW CROP ALFALFA SEED, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

CLOVER. Send for samples and prices. All field seeds handled. If you have seeds for sale send us samples. Pop Corn a specialty. The Weber Seed Co., Box 30, Peoria, Ill.

SEED CORN: Reid's Yellow Dent and Griffiths Early Dent corn to offer. Corn all grown in Putnam Co., Ill. Write for circular and prices. W. G. Griffith, McNabb, Ill.

EARLY JAVA SEED WHEAT FOR SALE. Plump berry, recleaned. \$1.20 per bu. Also Clover Seed \$0.50 per bu. Bags 20c. Address H. Ketzle & Son, Reynolds, R. I. Co., Ill.

FOR SALE: New crop timothy seed, recleaned and analyzed, will stand the restrictions of the pure seed law of Iowa. Will sell local lots or carloads. Ottumwa Seed Co., Ottumwa, Iowa.

MOORE'S EUREKA & REID'S YELLOW DENT ear seed corn for sale. Practically perfect in germination. \$3.00 per bu.; sacks free. Send for samples. C. Moore & Son, Kellerton, Iowa.

INDIANA SEED OATS: Will your light weight oats do for seed? Heavy seed oats mean larger yields and more for you to handle. We have them choice and heavy. Fox & Davis, Tipton, Ind.

SEEDS FOR SALE: Clover, Timothy, Alfalfa, seed oats, seed corn. Let us know your wants. We will send samples and price. Schisler-Corneli Seed Co., 813 N. Fourth St., St. Louis, Mo.

SEEDS FOR SALE.

ALFALFA SEED. Our stocks will stand any inspection or any test which you wish to give them. We would be glad to have you send samples to the Department of Agriculture for their test. J. E. Wing & Bros., Box B., Mechanicsburg, Ohio.

SEED CORN FOR SALE. Boone Co. White....Reid's Yellow Dent. I have a limited supply of above named varieties that is hard to beat. Sold in ear only. Price \$2.00 per bushel. Bags 20c extra. A. H. Mountjoy Atlanta, Ill.

SEEDS WANTED.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

WANTED KAFFIR CORN and Millet seed in car lots. Send samples of what you have to offer. S. G. Courteen, Milwaukee, Wis.

THE FOLLOWING SEEDS WANTED: Orange, Amber and Red Top Cane, Red and White Kaffir Corn, Big German Millet, Alfalfa, Jerusalem corn, Beardless Barley. Send samples and quote prices sacked in new 10 oz. Burlap bags, delivered. Texas Seed & Floral Co., Dallas, Tex.

SEEDS WANTED.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsike, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WANTED: Orange, Amber, Cane Seed, and Big German Millet. Recleaned, in new 10 oz. Burlap bags. Send samples, quote prices delivered, Ennis, Texas. Ennis Grain Company, Ennis, Texas.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

WE BUY Medium, Mammoth or Alsike Clover, Amber Cane, Timothy, Hungarian, German Millet, Speltz, Grain screenings and grain for chicken feed, popcorn, etc., in car lots or less. The Kelly Co., Seed merchants, Cleveland, Ohio.

SEEDS WANTED: We are now buying Millet, Clover, Timothy, Hungarian, Sugar Cane, Milo Maize, Buckwheat, White Oats, Jerusalem Corn, Brazilian Flour Corn, Blue Grass, Red Top, Bromus, Broom Corn, Speltz, Sweet Corn, etc. Quote with samples of what you have to offer. H. W. Buckbee, Rockford, Illinois.

CLOVER Send samples and get our bid before selling Clover or other Field Seeds, Popcorn, Etc.
THE ADAMS SEED CO., Decorah, Ia.
Desk No. 9

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED
Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

Do You Deal in Clover Seed?
If so, why not buy Native Seed?

¶ We are the largest dealers of Medium and Mammoth Seed that buy direct of the farmers in Northeastern Indiana (the heart of the Clover producing section). We handle no foreign seed whatever. Write for Samples. Address

— ELEVATORS —
Albion, Indiana
Avilla, Indiana
Cromwell, Indiana
Syracuse, Indiana

STRAUS,
ACKERMAN & CO.,
Albion, Ind.

The Place to Buy
The Place to Sell

Headquarters for Red, Alsike, Alfalfa and White Clover, Timothy, Dwarf Essex Rape, etc.

Correspondence Solicited.

ROSENBERG & LIEBERMAN
MILWAUKEE, WIS.

KAFFIR KORN

J. R. TOMLIN GRAIN CO.

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Missouri

THE ALBERT DICKINSON CO.

Clovers

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Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass

Orchard Grass

Millets, Hungarian

Redtop, Seed Corn

Peas, Beans, Baga, etc.

MINNEAPOLIS, MINN.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

NEW YEAR RESOLUTION

WHEREAS: My grain that I have shipped during the year has not graded well, and

WHEREAS: I have paid too much freight on dirt, broken bits of grain, etc., therefore

Resolved: That I will start the New Year by installing a

STANDARD GRAIN CLEANER

and thereby ship clean grain, get top prices and make more money.

It will pay you to investigate the STANDARD line of cleaners. THEY ARE WINNERS.



PRAME MFG. CO., Galion, O.

Invincible Compound Shake Dustless Corn and Grain Cleaner



This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

You write for more information about it then you'll send us an order.

Invincible Grain Cleaner Co.

Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 512 Traders Bldg., Chicago, Ill. Phone Harrison 867.
Southwestern Office, 225 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, 8339 E. Washington St., Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong-Scott Mfg. Co., Minneapolis, Minn.

Do You Prepare POULTRY FOOD?

If you do, send for special folder on the **MONITOR Cracked Corn Separator**. This Separator will do the work ordinarily required of two machines in handling this class of feed.

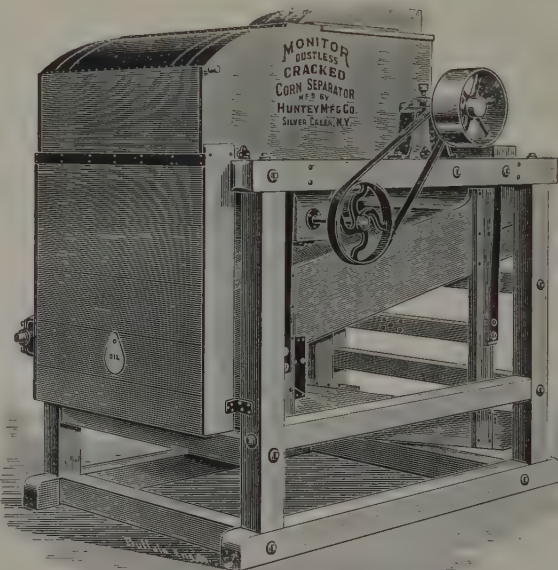
HUNTLEY MFG. CO.

SILVER CREEK, NEW YORK

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Berger-Carter Co., Pacific Coast Agents
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Write today for complete
Catalogue of Separators, Oat
Clippers, Etc.



GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
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CHARLES S. CLARK,

Manager.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 10, 1908.

ONE grain dealer is reported insane in this issue. Impossible! With a 150,000 freight cars and the bulls riding the bears.

ARRANGE now to attend the next annual meeting of the Grain Dealers National Ass'n in St. Louis, Mo., Oct. 15, 16 and 17.

BOOTS of an elevator in North Dakota stand on concrete one foot thick to keep the water of Mouse river from running up its legs.

AUTOMATIC scales are not experiments if the enormous sales of leading manufacturers reported in these columns from time to time are any criterion.

PAINFUL to relate three Chicago grain inspectors have been discharged recently for errors in grading and one was really assessed \$200 for his blunder. Missouri Warehouse Commission will please note.

LOCAL MERCHANTS who are ever ready to place the entire blame for their town's loss of trade on the grain buyer need to be assured of the grain dealers willingness to co-operate for the promotion of the town's business interests but in a tactful manner. It is easy to start a fight which shall result in more being paid for grain but it is never profitable for the town or the overbidders.

BUCKETSHOPS should be outlawed everywhere and put out of business. The man who places any money with such an institution does not gamble or speculate on anything, for he is sure to lose all they can get out of him.

A DISTRIBUTING spout which facilitates the mixing of different grains is far too expensive for any grain elevator man to tolerate. The spout which saves time, labor and prevents mixing is the most economical every day of the year.

A PORTABLE machine for sacking grain automatically from off floor is described elsewhere. About all there is left for the country elevator operator is to take a pill. The business moves itself in this age of labor saving inventions.

GRAND TRUNK charges against grain arriving in Detroit over that road are greatly handicapping Michigan shippers along that line. Persistent petitioning and protesting by the sufferers will result in the abolition of the unjust exactions.

MINNESOTA and Illinois have each lost a respected grain dealer recently as a result of his walking on the railroad track. The temptation to use the tracks as a walk frequently places the lives of grain dealers in jeopardy and all unnecessarily.

THE number of country elevator men installing driers as well as other machinery for placing their grain in marketable condition before shipment is increasing and the profits of these enterprising spirits are thus insured against the greedy gulps of the off-grade discounters.

FIRE BUCKETS saved an Iowa elevator recently, which prompts the remark that buckets and barrels of non-freezing, non-evaporating calcium chloride solution have saved more property from the fire fiend than all other fire fighting apparatus combined. No elevator should go one day without them.

THE ACTION of the Indiana Railroad Commission in ordering certain railroads to interchange cars has been sustained by the courts and Oregon's Railroad & Warehouse Commission is seeking to attain the desired exchange. The foolish restriction of carriers greatly interferes with business and pains them nothing.

DEALERS who are able to receive 285 loads of grain in nine hours or over thirty loads an hour all day long as did one Illinois firm recently fully appreciate the great advantage of providing rapid handling facilities in advance of the arrival of the grain. It pays to keep your elevator in prime working condition so as to enable you to handle the offerings suddenly swelled large by improved weather and roads.

OHIO legislators who would pass a law to compel seed dealers to guarantee "Medium" or "Mammoth" clover when selling to grower, when the man has never been born who can tell the difference between the two, might also pass a law requiring census takers to count the hairs on every bald man's head. They would be equally impracticable.

DRAWN into an elevator leg and crushed to death is the story of how the life of a Kansas grain dealer was recently sacrificed to carelessness and unprotected machinery. Dangerous machinery such as flywheels, cogwheels, set screws on line shafting, etc., should be guarded. A very little precaution will save many limbs and some lives.

ZERO weather recently has placed much corn in condition temporarily to stand shipment, but much of it will surely heat if delayed long in transit during a warm spell. Experience of recent years should influence country elevator men to move their corn before the germinating season arrives. A bountiful supply of cars is obtainable now and the assessor is approaching.

TENANTS do not care a rap if country elevator men do have to pay a second time for grain. All they want is to be paid before the landlord learns of sale, and few of the landlords care any more, in fact some of them enjoy making the grain dealers collect their rents. Grain dealers are entitled to know if tenant has a clear title to the grain offered for sale and should not hesitate to ask.

GRAIN THIEVES have bored more holes in cars at junction points recently than for years past. Shippers without scales cannot estimate their loss but those who have do not push hard enough to collect all the claims justly due them. The employment of policemen at every junction to guard shippers' property would reduce the work of the claim department and the worry of shippers.

A SHEET calling itself "United States Trade Reports," and claiming to be published at Cincinnati, O., has recently been submitting to some of our readers what its editor, Mr. George C. Carter, is pleased to call "editorials," but which in reality are nothing more than pleasing puffs written with no other intention than that of wheedling the praised one out of the price of two or three thousand copies of the so-called report. This game has been used so frequently for separating the inexperienced advertiser from his money that no reputable publication would now attempt it. The fawning praise of these fakers is in itself enough to brand the game as a gold brick swindle with most business men. The promoters of these write up sheets seldom print copies other than those sold to suckers.

SHIPPERS who make overdrafts and then refuse to return the money cannot defend their action. The amount of the overdraft clearly belongs to the receiver and cannot be retained if shipper has any property.

FEED JOBBERS will meet in Buffalo Feb. 18 to discuss trade abuses and to devise means for remedying existing troubles. The state legislatures have made a specialty during recent years of devising new and unheard of trouble for the feed dealers, and the wonder is the large dealers have not got together long before this.

FREE SEEDS, altho worthless and useless to recipients, will cost the Federal Government \$250,000 again this year, notwithstanding nearly every farmer has resolved against the graft. If after years of publicity and thousands of protests this steal is still continued, how long would it take to induce the Federal Government to correct abuses which would arise in a grain inspection department.

PRESIDENT ROOSEVELT in his recent message to Congress again calls attention to the desirability of giving the Interstate Commerce Commission power to pass and approve or disapprove railroad freight tariffs. The Commission has also asked legislation to this end, and many Shippers Ass'ns have adopted resolutions asking their representatives in Congress to prevent railroad companies raising rates without restriction.

GRAIN thieves have been unusually active of late, but fortunately for the grain shippers' interests the police also have been vigilant, with the result that many arrests have been made and several gangs of pilferers broken up. The worst offenders were the twenty employees of the C. & N. W. Ry., who admitted boring holes in cars and removing grain from the yards at Clinton, Iowa. Other thieves who have been detected robbing grain laden cars are reported in this number. Unfortunately we are not able to report the name of the shippers who lost by the steal in any case.

ELEVATOR fires continue in unwanted number and many dealers have been forced to suspend business temporarily. The more careless the grain dealer policy-holders, the greater will be the cost of insurance against loss by fire whether in mutual or stock companies. The mutuals will charge no more than the actual cost, but the stock companies will insist upon a good profit on the capital invested as well as magnificent salaries for officers. Do you want your cost for insurance more or less than at present? It depends absolutely on your own vigilance in reducing the fire hazard, providing and keeping in working order apparatus for extinguishing blazes in their incipency and thus reducing the fire losses.

THE *Indiana Farmer* has inaugurated a fight against big corn which does not mature. The farmers of many sections north of the Ohio river have suffered heavy losses this year by reason of their corn not getting ripe. This condition does not prevail alone in northern Ohio and Indiana, but also in some sections near the Ohio river where the big ears are popular.

THE American Ry. Ass'n held a special meeting in Chicago last week, with the result that the per diem charge for foreign cars made by one railroad to another will probably be reduced to 25c. It is said that this reduction will be only temporary, but those who know the great effort it required to secure the advance to 50c a day, know full well that the companies buying cars for rent to weak lines will have to put up a strong fight in order to get the rate back to 50c. If the per diem were put to \$1.00 all carriers would supply their own cars, as they should do.

NORTH DAKOTA requires official certificates of inspection and weight to be posted in the elevator from which the grain was loaded. A study of such certificates may be of some help to the man who supervises the loading of the grain, but as the grain of different growers is always mixed in each car and much of the wheat is cleaned before being shipped, the certificates would afford grain growers no assistance in determining the value of their offerings. The law has been upheld by the courts yet it accomplishes absolutely nothing practical.

THE Government printing office at Washington is under civil service rules of the kind that suit the politician, yet it is admitted on all sides the work would be done by a private firm for one-tenth the present cost and much more satisfactorily. For years the office has been almost continuously under investigation for graft and mismanagement and now it is in the limelight again on this account. In view of these facts which are duplicated in every other department of the Government service how can any sane grain man ask for or permit legislation providing for federal inspection of grain?

THE Interstate Commerce Commission is said to be interesting itself in the cause of federal inspection of grain. It would seem that the Commission has already ten times as many duties as it seems able to perform effectively. The inactivity of the grain dealers of the country is somewhat of a surprise to the politicians, who looked for large delegations of protesting shippers. The reason the shippers are not at Washington in large numbers is that they do not comprehend that their business is really threatened with paternalistic regulation. When the politicians get the places, the trade will have all eternity to regret its present apathy.

KANSAS CITY'S famous gang of fakers, known as the National Board of Trade, which moved to Kansas some time ago to escape Missouri taxes, has again succeeded in getting into the lime light by attaching itself to the McCumber bill with a most endearing and fulsome resolution of endorsement. Inasmuch as the members of this infamous band do not handle grain it makes no difference to them who does the grading or how it is done.

South Dakota dealers have indulged in more unreasonable overbidding on the present crop than the dealers of any other section of the country, if we are to judge from the frequent complaints which reach us. The latest fight is at Twin Brooks, where prices are 6 to 8c above neighboring points, with the natural result that wheat is being received from many distant farms. This too in face of a falling market. It seems very likely that some one will lose heavily when it comes to marketing high priced grain. The dealer who buys grain for the purpose of realizing a living profit from the transaction can not afford to take into consideration what the farmer thinks of his bid.

RAILROAD operating officials met in Chicago recently—three hundred of them. An elaborate banquet was served altho it has not yet been disclosed how money enuf was raised to pay the Auditorium Hotel for its high priced services. After much deliberation the national administration was blamed and blanked because, these operators declare, it is responsible for a \$1,000,000,000 worth of idle railroad equipment and power: 350,000 idle freight cars, "Teddy Bear" cars as they were wittily dubbed. Isn't it about time now for grain shippers who suffered last year for cars to hold a banquet and rejoice that so many are available.

WE HAVE known country grain dealers who were absolutely sure their scales were always right and became very indignant when their correctness was questioned by a patron. One dealer who hauls grain to railroad and weighs it out by load over platform scales was questioned by a patron about their accuracy and the dealer defended his weights by declaring he balanced his scales every morning with 50 lb. standard weight, and as further proof of their accuracy cited proof that his shipments not only held out but nearly always overran. He failed to see that this was as strong an indictment as if his cars had fallen short. Good customers are frequently lost because dealers are too sensitive about weights. It seldom pays to be cocksure of any scales as conditions change frequently. The dealer who is fair to his own interests as well as to patrons welcomes specific complaints and willingly investigates the ground for the kick as well as his scales.

STRONG DEMAND FOR FIELD SEEDS.

Good field seeds of all varieties promise to be in stronger demand the coming spring than for many seasons past. Naturally grain dealers everywhere will be called upon to supply more seed of quality than ever. The country elevator operator is as much interested in the production of a good crop as the farmer, and it behooves him to assist the grower so far as lays in his power to obtain seed which has been tested for germination and of a variety which is sure to mature in the section wanted.

Some tests made with oats and corn recently show a very low percentage of germination. It is easier and much less expensive to test seed grain for germination in a warm house at any time, than in the broad fields during the spring months when good growing days are so precious.

More offers of seed grain are made in this number of the Journal than for months, which shows that dealers have recognized the scarcity of good seed and saved all lots of superior grain. Such foresight will reap a rich reward this season unless the possessors of the seed neglect to advise farmers of their ability to supply choice seed, which all will be much in need of.

THE PROPOSED ANTI-OPTION LEGISLATION.

Every few years some wiseacre gets into the limelight by trying to induce Congress to prohibit option trading in hope of satisfying the farmer's prejudice against the city speculator. The farmer does not distinguish any difference between a bucket shop and a grain exchange where the actual grain is handled; he has no idea of the functions performed by a legitimate exchange in getting grain from the producer to the consumer. If he had any conception of the service rendered himself and everyone interested in the grain trade he would be opposing much more vigorously than he is now favoring anti-option legislation.

Such bills originate in a misconception of the objects and purposes of a grain exchange and without any consideration whatever for the many economies effected in the trade, all of which work for a higher price to the producer, and a lower price to the consumer.

To stop all trading in futures, would be more disastrous to farmers than any other class. It would revive market conditions of 1850. It would make each day's market the whimsical prey of the buyers and sellers in each locality. Prices would be subject to frequent and rapid fluctuations and often would vary widely in the same city. Without option trading we would not have a market reflecting the supply and demand of the entire world,

and no sale of grain would have much bearing on the value of other grain. Shippers would always be somewhat in the dark as to the value of their grain so would be forced to work on wider margin and naturally could not afford to pay as much for grain.

Never would an elevator man buy a farmer's grain before it was delivered. The track buyer could no longer hedge his purchases hence would be forced to stop buying except when he had orders to fill, and before the miller could sell flour he must need protect himself against loss by buying wheat. Whenever the export millers would go into the market to buy wheat to fill a large order as they often do, the price would be sprung up more than their profit before they could get the grain.

WRITTEN CONTRACTS GAINING FAVOR.

Written contracts, we are glad to say, are being insisted upon more today by grain buyers than ever before, and as a result fewer farmers default on their sales of grain. It is extreme folly for any grain buyer to believe that he can afford to stand between the farmer and his losses. The farmer, who insists upon selling his crop, should be willing to place the contract in writing for the protection of himself, as well as to prevent misunderstandings. Where contracts are in writing farmers are not so ready to deny, or to refuse delivery.

Dealers who experience any difficulty in securing written contracts can by degrees overcome this prejudice by giving check for small amount of earnest money at time of purchase and write on the face of check "First payment on 5,000 bus. of oats at 40c." When farmer endorses check to get money, he also acknowledges the truth of the statement written on face of check. After a time the farmers will prefer to have explicit contracts in writing.

More suits have been brot this year against farmers who have defaulted on contracts than for many years past, and we have not learned of one failure to collect damages. In every case the farmer sued has been required to live up to his contract or make good the loss. We are sorry indeed that there are any grain dealers who are so lacking in nerve as not to insist upon what is justly due them. The dealer, who permits his farmer patrons to default on contracts, encourages dishonesty and wrongs his own family as well as his competitors. The trouble with most of these nerveless dealers is that they have a wish bone where their back bone ought to be. If you haven't enough force to insist upon farmers fulfilling their sales, have your banker get out an injunction to restrain you from buying farmers grain for future delivery unless contract is in writing.

SEEKING 120% TARIFF CHARGES FOR TRANSPORTING FLAX.

The 120% B/L has a new champion in the Great Northern Ry., which recently issued a new tariff No. 17735, which provides that shipments of flax seed at the rate specified in the tariff will be accepted only at the owners risk of loss by leakage, and that unless agents obtain a release on shipments of flax seed in car loads charges will be collected at 20% higher than rates named in tariff.

In other words the carrier, following in the pathway of the avaricious members of the Central Freight Ass'n, is seeking to force shippers of flax seed to protect it from carelessness on the part of its employees. After having fully established the practice so far as relates to seeds, no doubt the Great Northern will attempt to extend the 20% rule to other grains and to merchandise.

For years the Great Northern has transported flax seed at the regular tariff rates and shippers have taken great precaution to cooper cars thoroly and carefully with cloth, with the natural result that shipments in good cars seldom leak in transit. However, that does not change the desire of the Great Northern to get more money for its service. It is not interested in how much time, labor or money the shipper expends in putting cars into condition to receive seed, and if it can get the extra 20% without too much friction shippers will be that much poorer.

It is to be doubted whether or not the Railroad Co. can legally add 20% to its rates for performing a service which is supposed to be covered by its regular tariff. If it is really desirous of overcoming the loss for its own recklessness, then it should offer a reduction of 20% from established rates for release from liability for loss in transit. Unless shippers of the Northwest will stand together against this imposition they must expect others to follow in the wake of its establishment.

DEMURRAGE has been passed upon by two different supreme courts recently. Last week the Kansas Supreme Court reversed a decision of a lower court and sustained the State's demurrage law of 1905, which imposes a penalty of \$1 per day for delay in furnishing each car. The Virginia Supreme Court has virtually declared demurrage to be a subject for federal legislation. The case is one in which a shipper applied for a car for shipment to another state. Carrier failed to furnish same and was fined \$50 by the Railroad Commission. An appeal to the Supreme Court has resulted in the demurrage rule being declared invalid, because it conflicts with the commerce clause in the Constitution of the United States. Most of the courts are disposed to look upon demurrage as a subject for local regulation. If it be necessary for shippers to go to Congress in order to get cars and reasonable dispatch of freight they can and will do so.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

LARGE CARS OF GRAIN AT OMAHA.

Grain Dealers Journal: We note in your last issue reference made to a large car of corn unloaded at St. Louis, same containing 2,047.83 bus.

We unload some large cars at Omaha. On Mar. 19, 1907, we unloaded U. P. car 85250, same containing 2,954.22 bus. of oats.

On Aug. 16, 1907, we unloaded U. P. car 85239, containing 2,049.16 bus. of corn.

On Jan. 23, 1908, we unloaded U. P. car 70783, containing 2,017.20 bus. of wheat.

How do these look to you for large cars of grain? Yours truly, The Updike Grain Company, by C. L. Babcock, Secy., Omaha, Nebr.

BELIEVE DRIER IS NECESSARY.

Grain Dealers Journal: In your issue of Jan. 25th, page 87, you earnestly recommend elevator men to install a drying plant and you say in effect, that the corn should be dried by hot and cold air blasts. The undersigned have been seriously considering this matter, but we are so far out in the country merchants seldom visit us. We have no idea where to go to get such a plant. We agree with you that a drying equipment ought to go with every elevator, and we intend to get one just as soon as we can be sure we are right. Yours truly, The Octa Grain Co., Octa, O.

Ans.—Consult the advertising columns of the Grain Dealers Journal. Manufacturers who have confidence in their driers advertise them.—Ed.

STATE INSPECTION RIGID—HEDGING TRADE NEGLIGIBLE.

Grain Dealers Journal: Where we have state inspection it looks to me like they take advantage of the corn being a little damp and grade all corn off. I have shipped over 100,000 bus. of corn, for most of which I paid 50 cents, to interior points, Philadelphia, New York, Connecticut and Boston grade points; and almost all went thru O. K., and showed good profit.

A few cars of the driest and best corn I had I sent to graded markets, and these cars lost me money, from 5 to 6 cents a bushel. This was the best corn I had, and as good as we had in any year in my judgment. The cars thus sold were few.

I reconsigned almost all of the cars I sent to graded markets and got full market price at interior points for the same corn. Therefore I think it is time for the country grain dealer to try to get some legislation on inspection.

I think the country dealers should help Representative A. S. Burleson of Texas and Representative Scott of Kansas to get their bills thru to put a stop to trading in futures, as in my judgment the future sale against grain purchased

here in the country amounts to nothing. Oats and corn hedged this year were much worse than nothing. If brother dealers do not agree with me I can cite a number of cases that will convince.—J. S. Cameron, Elliott, Ill.

FEDERAL INSPECTION WOULD INCREASE COST OF HANDLING GRAIN.

Grain Dealers Journal: The States are the natural parties to look after their own production. Competition with each other and foreign countries is the best and only practical regulator.

We believe satisfactory Federal Inspection of grain impossible, owing to vast area of production and climatic conditions, and the difficulty of a Uniform grading and inspection in the hands of a multiplicity of Inspectors.

The passage of such a Bill as introduced by Senator McCumber would increase the expense of handling grain, but as a machine for increasing the power of Federal office holders to dispense patronage, it would be a success. Grain shippers who are opposed to this Bill, and the proposed legislation, please write your Senators and Representatives to that effect.—H. W. Rogers & Bro., Chicago, Ill.

WHEAT MARKET CONDITIONS IN GERMANY.

Grain Dealers Journal: As the rivers are closed everybody wants to buy wheat at hand, and so the price for country wheat is pretty high, and seems to be working higher in the near future, so that it is difficult to get offers of wheat for the next month. Holders want to sell for immediate delivery.

On the other hand the stock of wheat will not be very large. Germany is exporting some wheat to Denmark and overland to Russia and Bohemia. Argentine wheat offers have been a little lower but transactions have been few and the American market did not influence our market.

Unfortunately there are not many buyers of mill products in our district, but generally the month of January is a pretty slow one.

I got home from America in time for Christmas, and am now occupied with the diary of my trip thru the States and also to finish my pictures, of which I took about 370 in all. My trip was a very interesting and instructive one.—Sincerely yours, Heinrich Vogt, Cassel, Germany.

S. W. McMasters, who died recently at the age of 96 years, in Rock Island, Ill., built the first grain elevators in St. Louis.

Exporters of Buenos Ayres, South America, members of the Centro de Cereales, since Jan. 1 have been inserting the following strike clause in their La Plata contracts: Should shipment of cargo or parcel, or any part thereof, be prevented at any time during the last four weeks of time of shipment, if contracted for shipment within four weeks or more, at any time during time of shipment, if contracted for shipment within less than four weeks, by reason of riot, strike, or lockout, at the port or ports of loading, or on any of the railway's feeding such port or ports, shipper shall be entitled to extension of time of shipment from such port or ports for as many days as the cause preventing shipment has lasted.

Grain Options; Suggestions.

BY A. C. SCHUFF & CO., LOUISVILLE, KY.

As is well known, the custom of trading in grain for future delivery was inaugurated to establish a market price not based on conditions existing in any specific locality, but based on general conditions existing in this country, and to some extent in the entire world.

It further enabled the miller or manufacturer, by buying this grain for future delivery (or option as it is called), to sell or contract for the sale of flour or grain products for delivery at some future time.

Besides this it encouraged the building of large elevators and warehouses, also enabling the warehouseman or carrier, by buying the actual grain, and storing it, to sell the option against the purchase, thus earning the carrying charge without taking the risk of a declining market.

It will be observed that the original idea was well founded, and was intended to prevent speculation. However, this Grain Option as traded in today has drifted far from its original intention, it has degenerated into rank speculation, and manipulation.

Now let us consider the sale of an option as a hedge against the purchase of grain at some country point. In the first place unless the seller is so located that his grain is tributary to Chicago, he cannot, nor will he attempt to make the actual delivery of the grain in Chicago to fill his option sale, the result nine times out of ten is that the actual grain will not advance in value to the extent of a manipulated option which will entail a loss. But should he be so located as to be able to ship to Chicago, and does ship the grain, against which he had sold the option, its failure to grade Contract would mean quite a loss, altho the grain might grade No. 3, the standard commercial grade, it being well understood that the contract grade as it is called, is so high a grade that it is very difficult to fulfill. At the present time there exists at Chicago a difference from 18 to 20c per bu. between the contract grade and the lower grades of corn.

If on the other hand at any time the Chicago Grain Option is bot with the intention of actually receiving or demanding the grain when the option expires it will be found that as a rule inferior grain would be delivered, the most outrageous elevator insurance, and other charges would be demanded, in fact many obstacles would be placed in the way of the buyer, showing plainly that it is not desired to deal in the actual grain.

It is well known that in volume the entire wheat, corn and oats crops of the United States are bot, and sold a hundred times over in Chicago during the time from one crop to another, but it will be necessary to note only the receipts and shipments of these grains in Chicago to show what a small per cent of the actual grain is handled as compared to the options.

The claim for legitimacy made for the Chicago option today is that traders furnish the name of the buyer or seller, and stand ready to deliver or receive any grain bot or sold. But does it show that the actual amount of grain bot or sold for delivery during a specific month was actually cleared, or passed through the City of Chicago, the place where the contract was made, and should be consummated?

Now is the amount of grain, not actual grain, but options bot or sold for delivery during some future month post-

ed? If this were done it would and could be readily observed what amount of options would be long or short for delivery during a specific month. This information would be of great value, as it could readily be calculated how much grain could and would be delivered during a specific month by obtaining the storage facilities, and the possibilities of what the railroads might deliver during said month. This would prevent the many squeezes, and would show at all times what can be expected.

Were it not for the fact that the Grain Options at Chicago were always bot or sold for delivery at some future time, the matter could easily be placed on a legitimate basis, by demanding that every trade be backed by a warehouse receipt, showing that the grain is there ready for delivery.

Under the present method of trading it will be seen at once the tremendous advantage of the Chicago elevator operators, who know that three-fourths of the grain will never be received or delivered. Supply and demand do not regulate the price, logical conditions do not, and cannot prevail, and the market is absolutely controlled by the man or clique with the most money and nerve.

The trading in Grain Options differs from the trading in stocks on the New York Stock Exchange inasmuch as every trade in stock means bona-fide delivery of the stock. And in the Chicago option the conditions should be the same.

I believe that the present system of trading in options which establishes the market value of grain is a menace to grower, dealer, and consumer, because it does not establish an actual or intrinsic value, but one that is entirely fictitious.

Everyone knows that every bushel of grain should appreciate each day in value as soon as harvested, because of the labor, storage, the cost of insuring against the elements, and last but not least the shrinkage. Such conditions do not exist at present.

It will be readily seen how much less hazardous and more profitable the grain business would be if the inevitable law of supply and demand governed and regulated values. I believe it would be best if the options were entirely abolished.

Today the Grain Options that owe their existence to the actual grain business largely dominate this trade instead of the actual trade dominating the option.

In conclusion I would say that I believe that any person who tries to forecast the grain markets, or rather the so-called grain options, based on crop conditions, statistics, etc., under conditions of the present system will find himself sooner or later a fit subject for a lunatic asylum.

I offer herewith a few suggestions, which I believe if the present system must exist, will place same nearer a legitimate basis.

The quantity of grain (or option) in bushels, bot or sold for delivery during a specific future month, should be posted daily, together with the name of the buyer and the seller, also the daily balance, showing the exact amount to be received or delivered during said month.

All grain sold for prompt or immediate delivery should be at once substantiated by a warehouse receipt.

The basis of the option should be the commercial grade, which at present in corn is No. 3, and in oats the same grade. All off-grade should be applied on an option trade at the market difference that exists in the actual cash grain market, on the day of arrival of the car.

Asked— Answered

Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting!

TREATISE ON TRADING IN FUTURES?

Grain Dealers Journal: I would like to learn something about buying and selling grain futures. Is there a treatise on the subject? Where can I get a book treating on the subject?—August Strasser, Etlah, Mo.

LANDLORD'S LIEN IN ILLINOIS?

Grain Dealers Journal: Suppose I buy the grain of a tenant who is paying cash rent and the landlord says nothing until after I have paid the tenant for his grain; and the tenant fails to pay his rent; can the landlord make me pay for the grain again? Will a brother dealer please answer in this column of the Journal?—W. H. Hutchins, Milford, Ill.

WHAT WILL PRESERVE AND LUBRICATE ROPE DRIVE?

Grain Dealers Journal: We would be pleased to learn thru your columns of a preservative and lubricant for a rope transmission belt. (Manila Rope).—F. Hamman & Son, Milmine, Ill.

Ans.—There are several preparations manufactured to dress belts and rope used for the transmission of power all of which have more or less merit. The cheapest and if not the best preparation is pine tar which may be procured for a few cents a gallon and when applied with an ordinary paint brush is probably just as efficient as a high priced belt preservative.

ARE STEADIER MARKETS OBTAINABLE?

Grain Dealers Journal: If all grain options were backed by warehouse receipts for the actual grain, what would be the average premium ruling for cash grain?

Would not such a rule be better for everyone interested in the grain trade with the single exception of the nervy speculators who dominate the grain markets?

Neither the supply of grain nor the needs of the consumers have changed since the last crop was gathered, yet the price has jumped up or down with alarming alacrity and regardless of stocks or offerings. Can the exchanges do nothing to secure steadier markets?—A. D. Blynn.

COLLECTING DAMAGES FOR DELAY IN TRANSPORTATION?

Grain Dealers Journal: We would like to hear from some shipper who has successfully prosecuted a claim against a railroad company for damages sustained thru failure of carrier to get shipment to market in time to save shinner from falling market.

We have a recollection of a decision bearing on this point appearing in the Grain Dealers Journal some time since. We note a recent case of this kind brot in Chicago, but the amount of bushels constituting shipment is in dispute. We would be glad for information bearing

on the subject.—M. Young & Co., Winterset, Ia.

WHAT IS MEANT BY "10 DAYS SHIPMENT?"

Grain Dealers Journal: Please advise us what is meant by 10 days' shipment. Suppose we make a contract on Jan. 18th for the goods to be shipped within ten days, when will the time limit expire? Please give us this information at the earliest possible moment and greatly oblige, Yours very truly, Kendrick-Roan Grain Co., Nashville, Tenn.

Ans.—Rule 5 of the Grain Dealers National Ass'n Trade Rules provides TIME OF SHIPMENT OR DELIVERY: In making contracts, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean that the seller shall have such given number of days (excluding day of sale, Sundays, and legal holidays) in which to load grain to apply on a sale for shipment, or to deliver at the agreed destination, grain sold for delivery.

Grain to apply on a sale for shipment must be actually loaded, and billing instructions must be furnished the Railroad Company in accordance with the custom then in vogue at the shipping point.

President Roosevelt on Gambling in Securities and Commodities.

In his message to Congress Jan. 31 President Roosevelt condemned "corners," and suggested prohibiting the use of mails and wires to gamblers in stocks and futures.

"I do not know whether it is possible, but if possible it is certainly desirable, that in connection with measures to restrain stock watering and overcapitalization there should be measures taken to prevent at least the grosser forms of gambling in securities and commodities, such as making large sales of what men do not possess and 'cornering' the market.

"Legitimate purchases of commodities and of stocks and securities for investment have no connection whatever with purchases of stocks or other securities or commodities on a margin for speculative and gambling purposes. There is no moral difference between gambling at cards or in lotteries or on the race track and gambling in the stock market. One method is just as pernicious to the body politic as the other in kind, and in degree the evil worked is far greater. But it is a far more difficult subject with which to deal.

"The great bulk of the business transacted on the exchanges is not only legitimate, but is necessary to the working of our modern industrial system, and extreme care would have to be taken not to interfere with this business in doing away with the 'bucketshop' type of operation.

"We should study both the successes and the failures of foreign legislators who, notably in Germany, have worked along this line, so as not to do anything harmful. Moreover, there is a special difficulty in dealing with this matter by the federal government in a federal republic like ours.

"But if it is possible to devise a way to deal with it the effort should be made, even if only in a cautious and tentative way. It would seem that the federal government could at least act by forbidding the use of the mails, telegraph and telephone wires for mere gambling in stocks and futures, just as it does in lottery transactions."

Argentine Crops and Methods.

BY GEO. M. LE COUNT OF FINLEY BARRELL & CO.

I have traveled out from Buenos Aires to the North, South and West. Everywhere I find the wheat and flax about as good as one could expect to find anywhere. Of course, there are some light fields, one must expect to find those. I have been through the wheat fields of Santa Fe, Cordoba and Buenos Aires districts, and the wheat is the best I have ever seen anywhere. I have driven through many miles of fields where the heads of the wheat came to the top of the ponies' backs.

Farms are very large in this country. The other day I visited one which had 2,000 acres sown in wheat this year, and there are many larger. Some of the big land-owners here have ranches twenty leagues square. Part of this land is farmed, but most of it is used for stock raising.

Argentina has a very rich soil. Everything that is planted and is taken care of has a wonderful growth, but the farming is done in the most careless manner imaginable. For instance their method of harnessing and driving horses. They just make a "bunch" fast to the load, and if they cannot pull it they tie on a lot more with a rope made fast to the cinch, and away they go, shouting and slashing with their whips.

Everything in the way of machinery used by the Argentines has to be made unbreakable or it will be smashed to pieces in no time. They will tie a "bunch" of horses to a binder and away

they go as hard as the horses can run. If one horse tires out they drag him away and tie another one on. They have no mercy on horses in this country. I notice too they seldom oil their machinery, so of course, it does not last long.

The horses here are practically useless to anyone except the natives. The other day a fellow was driving me out through the country when his horse kicked the trap all to pieces and kicked a sliver into my leg. I felt like kicking the driver but didn't.

In expectation of a very large crop here, they are building hundreds of new warehouses all over the country, at the

small stations, to store the grain. When I arrived in Argentine there were days, when the air was full of grasshoppers. The corn crop is nearly made in the heavy corn districts and I think the damage will be slight this year, altho I suppose they will soon begin to cry Locusts up in the States, just as they have been crying wet weather. The rain has delayed the harvest and sprouted some of the wheat in the shock, but it has all been greatly exaggerated.

This is the worst country in the world for fleas, and as for government officials, they are so crooked they cannot be measured.



Mr. Le Count Examining Argentine Wheat.



A Light European Threshing Machine in Argentine.

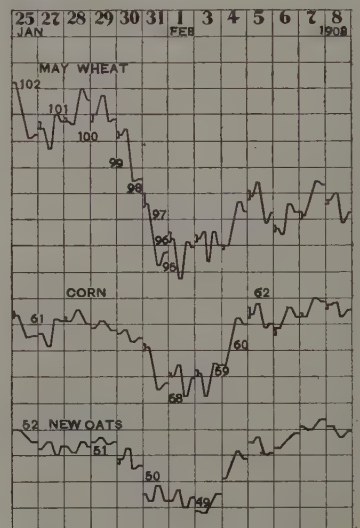


An Argentine Threshing Scene.

Evidently envious of its brothers in the animal kingdom which have long enjoyed a reputation in the grain pits of the country a sheep endeavored to butt into the business in South Dakota, very much to the surprise of the agent who found he was elevating wool instead of wheat. The sheep had accidentally fallen into the elevator pit.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and new style oats for the May delivery at Chicago for two weeks prior to Feb. 10 are given on the chart herewith.



Crop Reports

Canada.

Toronto, Ont.—The Bureau of Industries of the Ontario Dept. of Agri. in its crop bulletin No. 96 reports the acreages and yields of 1907 as follows: Fall wheat, 676,164 acres, 15,545,400 bus.; spring wheat, 144,514 acres, 2,473,651 bus.; barley, 766,891 acres, 21,718,332 bus.; oats, 2,932,509 acres, 83,524,301 bus.; beans, 47,562 acres, 790,269 bus.; rye, 9,745 acres, 1,081,706 bus.; buckwheat, 113,039 acres, 2,546,468 bus.; corn for husking, 343,934 acres, 22,247,331 bus.; compared with fall wheat, 787,287 acres, 18,841,774 bus.; spring wheat, 171,745 acres, 3,267,000 bus.; barley, 756,163 acres, 25,253,011 bus.; oats, 2,716,711 acres, 108,341,455 bus.; beans, 51,273 acres, 950,312 bus.; rye, 79,870 acres, 1,327,582 bus.; 106,444 acres, 1,792,903 bus.; corn for husking, 289,456 acres, 23,988,682 bus. for the corresponding year of 1906.

Indiana.

Fort Branch, Ind.—The growing wheat has suffered severely owing to the different kinds of weather we are having, and while it does not seem to be injured to such an extent that it looks like a total failure, it looks far from good. The old wheat crop is practically all marketed, not over 1/3 being in the farmers hands. The corn is being marketed very slowly. The condition of the weather and the prices have made the farmers feel like millionaires.—Melrose Milling Co.

Iowa.

LeMars, Ia.—Of oats 85% have left farmers hands. There will not be 1/4 as much corn shipped out of here this season as there was last.—J. A. Sauer.

Holstein, Ia.—Grain is about all sold in this locality, there will be no corn hauled on the market here to speak of; it will be nearly all fed.—S. O. Jackson, agt. Schoeneman Bros. Co.

Colfax, Ia.—Nothing stirring. Have bot only 3,000 or 4,000 bus. of corn this fall. It's all being fed. Northern Ia. is shipping in southern Ia. corn. Feeders are paying as high as 50¢ for it.—S. M. Brown & Sons.

McCallsburg, Ia.—Oats are all in. Corn feeders are buying corn at prices so we can't buy for Chicago market. They have now let up and expect to do something. Corn is light and soft. Our eltr. is empty.—P. C. Hanson & Sons.

Kansas.

Brewster, Kan.—Crop conditions are very good here so far.—J. P. Horney.

Osage City, Kan.—The acreage of wheat is 1/3 greater; condition 90%. No Hessian fly or green bug.—Osage City Grain & Eltr. Co.

Great Bend, Kan.—Acreage of wheat 10 per cent less than last year. Some complaints of green bug and fly.—Moses Bros. Mill & Eltr. Co.

Gypsum, Kan.—The condition of our growing wheat is 95-1000 per cent of an average crop. The acreage is the same as last year; and we hear no complaints of

hessian fly and green bugs. We have more moisture now than last year at this time, and believe the growing wheat is in better condition.—Telchgraber Bros.

Grinnell, Kan.—The wheat acreage is the best and largest ever sown. There has been no damage done by the fly or bugs. The winter has been the most favorable for wheat in the last twenty years.—P. J. Meier.

Hartford, Kan.—Acreage is about same as last year. The hessian fly eggs are quite numerous and some places have developed into the worm. In those places wheat is damaged, otherwise conditions look favorable. We need snow or rain.—T. O. Gibbon.

Harper, Kan.—Our acreage sown to winter wheat last fall 70 per cent of fall of 1906. The hessian fly is here in vast numbers and some fields are showing the effects of their work. Green bugs doing no marked damage. Wheat not looking as good as former years. High winds with no protection or moisture. At this time it is impossible to estimate the damage already done.—M. J. Shepard, Harper Mill & Eltr. Co.

Halstead, Kan.—The acreage of winter wheat is about the same as former years. Condition of the crop as follows: the early sown wheat infested with the hessian fly; some fields are thought to be entirely destroyed. The late sown wheat not affected by the fly. No green bugs in this territory. Acreage of early sown wheat not to exceed 10%. In general we consider the growing crop in this territory in good condition.—The Halstead Milling & Eltr. Co.

Missouri.

Kansas City, Mo.—Green bugs are reported in the wheat of the Southwest. They are present every year, their multiplication to destructive numbers being favored by a cool spring. Should the spring be as warm as usual the pests will be annihilated in a few weeks by parasites.

Washington.

Tacoma, Wash.—State Grain Inspector Arrasmith reports that the acreage of fall wheat is fully as large as was sown a year ago. Conditions for sowing were ideal and present prospects are said to be the best possible.

Seattle, Wash.—The acreage of winter wheat this year is about the same as last, but it looks better than I have ever seen. The winter in eastern Washington has been open and the wheat is still growing. The only danger now is in the coming of a cold spell without snow. Such a condition would unquestionably do great damage to the crop. However, if the snow comes first no harm will be done by cold weather.—Deputy Grain Inspector King.

"Margin" means credit henceforth so far as Henry Clews, banker and broker, New York, is concerned. "I want it distinctly understood the word 'margin' is not to be used henceforth in connection with my business," said he. This ban on "margin" was pronounced when President Roosevelt issued his last message advocating the passage of a law to prohibit margin trading.

Lawrence J. Logan Dead.

Forty-seven years ago L. J. Logan was born in South Philadelphia. Only a few days ago he was actively engaged in discharging his duties as Sec'y of the Philadelphia Commercial Exchange. Today he is dead; stricken down in the prime of life. A wife, three daughters and a large circle of friends now mourn his departure.

He was a senior member of L. J. Logan & Co. until three years ago, when the firm was dissolved and he was elected Sec'y of the Exchange. It was while



L. J. Logan, Philadelphia, Deceased.

drawing up his annual report that he was seized with terrible pain which proved to be a fatal attack of peritonitis. He died in the Polyclinic Hospital, Feb. 4 at midnight. For years he had suffered from indigestion.

Pres. Hancock expressed the sentiment of all the members when he said: "He was a very efficient man and energetic in his duties. I consider his loss a severe one to the Exchange and I know that every member considers his death a personal loss."

The trading floor of the Bourse is draped in mourning and resolutions of condolence have been adopted by the members of the Commercial Exchange.

The Millers National Federation will hold its annual convention June 3, 4 and 5 at Detroit, Mich.

Our advertisement in the Grain Dealers Journal is bringing us inquiries every day.—McLeod Bros., Bloomington, Ill.

If any green bugs are working in your section, write all the grain dealers about it thru their journal. Reports and trade news always welcome.

The court decisions reported in each issue of the Grain Dealers Journal are worth the price of the subscription.—J. S. Macauley, Wichita, Kan.

The arbitration committee of the Chicago Board of Trade on grass and field seeds, as recently appointed, is composed of A. L. Somers, Adolph Gerstenberg, Geo. A. Wegener, G. S. Green, F. E. Winans, Chas. A. Heath and T. M. Hunter.

Receipts in Bushels at Primary Markets.

Receipts at Chicago, Minneapolis, St. Louis, Duluth, Milwaukee, Kansas City, Toledo, Detroit and Peoria.

WHEAT.			CORN.			OATS.		
Week ending—	1908.	1907.	1908.	1907.		1908.	1907.	
Jan. 4, 1908.....	3,079,800	4,955,000	3,168,900	5,415,000		3,368,700	3,259,800	
Jan. 11	3,175,500	3,798,400	3,574,000	4,810,800		2,873,500	3,362,100	
Jan. 18	4,056,800	3,052,500	6,101,000	4,078,000		3,204,500	2,948,000	
Jan. 25	4,516,000	2,177,000	6,565,000	3,956,000		3,607,000	2,744,000	
Feb. 1	3,370,600	2,170,800	5,304,000	6,649,500		3,461,400	3,305,700	
Feb. 8	2,995,000	2,048,100	3,952,000	5,504,400		2,685,500	2,465,600	
Since July 1, '07.	167,808,000	179,056,300	127,144,500	126,475,200		123,883,100	129,769,200	

Receipts at Chicago, Milwaukee, Minneapolis and Duluth.

BARLEY.			RYE.			FLAXSEED.		
Week ending—	1908.	1907.	1908.	1907.		1908.	1907.	
Jan. 4, 1908.....	878,500	1,351,500	76,900	149,300		325,500	395,800	
Jan. 11	1,417,000	1,177,000	277,500	104,800		484,800	304,800	
Jan. 18	1,734,000	1,608,200	218,000	117,000		557,300	252,600	
Jan. 25	1,452,000	1,192,000	175,000	97,500		464,100	176,200	
Feb. 1	1,055,700	1,005,400	183,200	89,200		363,350	144,800	

Changes in Grain Rates.

The B. & O. S. W. has made a rate of 12/3c on corn cobs from Summerfield to Lebanon, Ill. The C., M. & St. P. has made a rate of 9/4c from Winona, Minn., to Linden, Ind., on grain screenings, and flaxseed hulls; and the Northwestern has made a rate on screenings of 7/4c from Winona, Minn., when originating beyond, to Chicago, Milwaukee and Racine, Wis.

The Wabash in sup. No. 14 to I. C. C. No. 470 has made a rate of 11/4c on grain and grain products from St. Louis, East St. Louis, East Hannibal, Quincy and East Keokuk, Ill., to Pittsburg, Pa., and Buffalo, N. Y. effective Feb. 19. In sup. No. 6 to I. C. C. No. 1666 the Wabash has made a rate of 10/4c on grain and products from stations on the Wabash in Illinois Indiana and Michigan to Toledo, O., and Detroit, Mich., effective Feb. 16, as reported by the *Traffic Bulletin*.

Milling in transit rates have recently been filed with the Interstate Commerce Commission by the Central Vermont in I. C. No. A2287, effective Feb. 24; Rock Island, amendment No. 41 to I. C. C. No. C6851, M. & St. L. sup. 6 to I. C. C. No. 1760; N., C. & St. L. on shucking and shelling in transit at Fayetteville, Tenn., and the P. C. C. & St. L. in sup. No. 13 to I. C. C. No. G. F. O. 137.

A rate of 22 cents on coarse grains and screenings from St. Paul and Minneapolis to New Orleans, La., has been put in by the Chicago Great Western, effective Mar. 1. A rate on oats of 49 1/2 cents effective Mar. 2 from certain stations in Colorado to El Paso, Tex., has been filed by the Denver & Rio Grande.

The minimum carload weights on corn are applied to grain screenings, effective Feb. 25, by the Minneapolis & St. Louis in tariff No. I. C. C. 1808, sup. No. 1.

Reconsignment and switching charges on grain at Kansas City, St. Joseph,

Atchison or Leavenworth are covered by the Santa Fe in its amendment No. 7 to I. C. C. No. 2860.

Chas. England, President.

Chas. England is a "doer" and not a "hearer only." So when the members of the Baltimore Chamber of Commerce wanted something specifically done they elected Mr. England president of their organization, altho years ago he twice filled the same position with credit to himself and profit to the exchange.

Baltimore is so close to Washington that the grinding of the legislative wheels can be heard, even above the din of trading on the Exchange floor. These sounds have lately become ominous and its members have seen visions of Federal control of inspection. A man with integrity, brains and influence was needed who would if necessary lead and fight against the paternalistic riot started by McCumber, so in spite of his reluctance to accept the position Mr. England was made leader of the grain hosts of Baltimore.

Few men are more widely known and more highly respected among the grain dealers of this country than Mr. England. He has held many prominent positions within the gift of the trade, such as President of the Grain Dealers National Ass'n, and National Hay Ass'n and has always discharged his duties faithfully and conscientiously. He is a member of an important grain commission in his own city and a leader in business politics.

As he was unanimously chosen President of the Chamber of Commerce this not only is a splendid compliment to him but is proof positive that his friends believe in him. The influence which he has in promoting the interests of the great Chesapeake port will be extended into many states where his friends are rejoicing that he has been so honored.

Testing Scales; Cause of One Shipper's Shortages.

BY H. A. FOSS, CHICAGO BOARD OF TRADE WEIGHMASTER.

During the year 1907, we tested 63 weighing machines at country points, and found 50 of them, or all but 13, out of order. Right here it might be well to say a word concerning the testing of scales. All scales should be tested at least once a year by a proficient scale man with sufficient test weights.

First of all, in testing a scale, balance it to a center beam, then place the test weights carefully on the scale and weigh. Repeat this with the scale loaded to its full capacity, each time noting the variation, if any, and keeping in mind that any variation indicated would be the variation for the amount of test weights used and that the final total error in the scale would be as many times more than the error on the amount of test weights used. Bear in mind, however, that other causes, such as rests and binds, do not produce a proportionate error like that just mentioned.

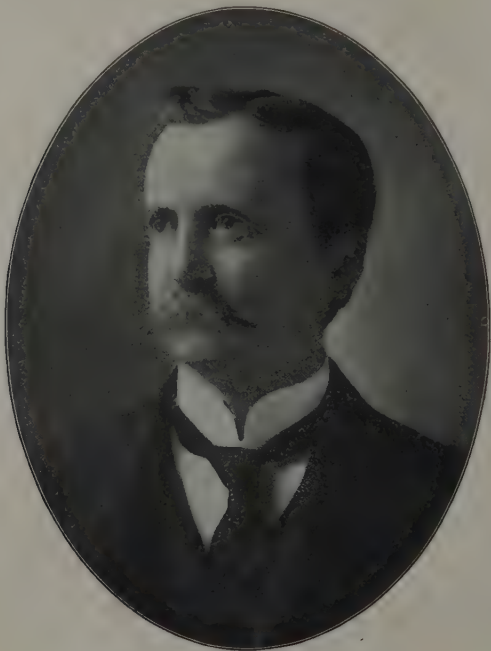
For an example of a complete test, take one of track scales. All track scales have at least four sections and there should be a separate test made of each section by placing the test weights directly over each; 6,000 pounds of test weights on any section call for exactly 6,000 notches on the scale beam; if you do not get that result in the test of a section, you have located the need for some adjustment or some repair in that section. In addition to this, a test should be made with a heavily loaded car, using the test weights first on one end of the scale and then on the other.

Recently my scale inspector, J. A. Schmitz, tested a 300 bushel hopper scale at a country elevator, the condition of which, no doubt, is similar to that of many scales at country points.

This scale is located in one of the elevator bins, where it is almost inaccessible. The scale beam, however, is on the ground floor and connected with the scale proper by means of two even levers and a long rod. The upper and lower frames are too small and do not fit the scale. This condition brought the bearings outside of the center of the timbers (their proper position) and this, in turn, caused the bearing planks, which were of but three inch thickness, to spring, thereby crowding the T-bearing and causing a bind at this point.

The scale itself was improperly set. The main or pipe levers were too close together, binding against the fifth lever, the latter lever being about one inch out of level. The upper even lever was also about one and one quarter inches out of level. The defects were remedied, first, by resetting the entire scale, then by leveling the various levers and replacing the old bent bearing planks with new ones of six inches thickness.

After the scale was reset, a test with standard weights showed it to be weighing light to the extent of 10 pounds on each 1,000 pounds of grain weighed, or 600 pounds on a car load of 60,000 pounds. This false adjustment, no doubt, was brot about by the various attempts made some time ago by an alleged scale man to adjust the scale without removing the cause for the trouble. The shipper's shortages to Chicago on this scale had been running between 10 and 12 bushels to the car—at least, so he advised my scale inspector.



Chas. England, Baltimore, Md.
Elected Pres. Chamber Commerce for Third Term.

Concrete Elevator & Malt House

Among the distinguishing features of the elevator and malt house recently completed for the Illinois Vinegar Mfg. Co., at Chicago, Ill., is a brick gallery above the storage tanks and the finished appearance of the entire plant which is entirely concrete, and so nearly fire proof that the company which owns it will carry no insurance on same. Its total storage capacity is 400,000 bus. The storage plant consists, as is shown in the illustration given herewith, of ten concrete tanks 20x80 ft. and four 10x80 ft. with 8 interstices. Every tank is reinforced with flat iron bars.

In connection with the tanks is a brick work house 28x48 ft. and 115 ft. high consisting of a working floor, sacking floor, two cleaning floors, a distributing floor and 8 bins 60 ft. deep arranged from bottom upward as named. The building brick is reinforced with flat bars and

working house; also one on the distributing floor for cleaning malt.

All floors in the malt house are reinforced concrete and the malt is removed from same by means of automatic scoops.

Two all steel hopper scales are located on the floor of the working house, one 1,600 bus. capacity for weighing grain into tanks, and a 500 bu. scale for weighing into malt house. Power is transmitted from engine house by rope. The entire plant was built and equipped by The Seckner Co.

The metric system of weights and measures may be adopted at this session of Congress. The subject has been under discussion for many years, but there seems to be an especial effort being made by business men to secure its adoption at this time. In most countries the system is already in vogue.

Reparation on Corn Shipment.

The Interstate Commerce Commission in a recent opinion by Commissioner Prouty has awarded the Ocheltree Grain Co. \$58.36 reparation against the St. Louis & San Francisco Railroad for an excessive rate on snapped corn.

Defendant's rate on snapped corn from Lavery, Okla., to Millican and Navasota, Tex., had been 29 cents per 100 lbs. It was advanced to 36¼ cents for two months and then reduced. Commissioner Prouty says:

"The fact that the defendant had for some time maintained a rate of 29 cents and has since reduced its rate to the same figure is in the nature of an admission upon its part that this rate is a fair one, unless explained.

"The defendant undertakes to explain it by saying that snapped corn and shelled corn had previously taken the same rate; that the advance was for the purpose of establishing a higher rate upon snapped corn, and that this ought to be done because the transportation of snapped corn is more expensive owing to lighter loading and less value, and should properly bear a higher charge.

"We do not hold that the defendant may not properly apply a somewhat higher rate to the transportation of snapped corn than to shelled corn. Ordinarily corn is shelled before being shipped, but there seems to be some peculiar reason why in this locality it is shipped frequently in the shuck. Whether under all the circumstances the rates ought to be the same is a question upon which no opinion is expressed.

"If this defendant, instead of advancing its rate on snapped corn, had reduced that upon shelled corn and the complainant had then insisted that he was entitled to the same reduction upon corn in the husk as when shelled, this question would be presented fairly; but the mere fact that the rate upon snapped corn and shelled corn ought not to be the same, if so found, would not show that the existing rate on snapped corn was too low."



Kiln House, Malt House, and Elevator of Illinois Vinegar Mfg. Co. at Chicago.

grouted with cement. The floors and roof of the building are of reinforced concrete.

Adjacent to the elevator is the malt and kiln houses. The former has five germinating floors 90x109 ft. At the south end of the malt house is the kiln house 45x75 ft. and 135 ft. to the top of the air shaft. It contains one large kiln, two drying floors, one green malt leg, and a splendid complement of conveyors so arranged that malt can be spread without using shovels.

Malt is carried from the kiln house to the work house on a 12 in. conveyor outside the building, thereby assisting to cool the malt as it has to travel 135 ft. in transit.

In the working house there are two steel elevator legs 115 ft. high, one for receiving grain from cars and the other for taking grain from the tanks. Two 24 in. belt conveyors are in the tunnel underneath the tanks to carry the grain from them to leg. One 24 in. belt conveyor with tripper is located in the brick gallery above the tanks to receive grain from receiving leg and deposit same in tanks. A 14 in. belt conveyor carries grain from top of storage tanks to the steep tanks which are located in the malt house.

An all steel Invincible Barley Cleaner has been placed on the first floor of the



Concrete Tanks and Elevator of the Illinois Vinegar Mfg. Co., at Chicago.

Grain Carriers

Surveys are being made for a branch of the Rock Island to Mason City, Ia.

The Chicago & Eastern Illinois is to build an extension of 20 miles from Joppa, Ill., to Paducah, Ky.

The wheat-laden steamer Yosemite sprung a leak in Buffalo harbor and when unloaded had 38,000 bus. of its cargo damaged.

The Milwaukee Chamber of Commerce has petitioned the Interstate Commerce Commission to postpone the hearing on the Kansas City grain rate question for 60 days.

For prosecuting the complaint of the state against the railroads for discrimination North Carolina on Jan. 28 appropriated a fund of \$5,000 for use of the governor.

January deliveries of grain into Minneapolis by the Great Northern and St. Paul were 40 to 50 per cent greater than a year ago. The roads have been hauling trainloads of empties west.

The car efficiency committee of the American Ry. Ass'n on Feb. 3 reported a surplus Jan. 22 of 338,315 cars on the railroads of the United States and Canada, or about 15 per cent of the total equipment.

The Interstate Commerce Commission will meet at New Orleans, Feb. 17 and 18, to hear testimony on the complaint by the New Orleans Board of Trade alleging discrimination by the railroads against local shippers.

Geo. L. Thomas, freight broker of New York, and L. B. Taggart, his clerk, pleaded guilty at Kansas City, Jan. 25, to conspiring to pay rebates to shippers, and Judge Smith fined Thomas \$7,000, and Taggart \$4,000.

The Law Reporting Co. has recovered judgment against the Elwood Grain Co., of St. Joseph, Mo., for \$486 alleged to be due for a transcript of testimony before the Interstate Commerce Commission several months ago.

A bureau to audit and collect railroad freight claims for its 80,000 members is to be established by the National Industrial Traffic League, which is working to enforce the payment of 6 per cent interest on claims after they are 30 days old.

From a helpless condition of rebates and preferential rates the Hepburn law has released the railroads, and its value can hardly be overestimated, both to the railroads and to the great majority of the public which did not participate in nor profit by such practices.—W. C. Brown, vice pres. New York Central.

John C. Curtis, G. Mgr. of the Cincinnati, Bluffton & Chicago, headquarters at Huntington, Ind., writes, "On the extension between Portland, Ind., and Versailles, O., there will be at least three stations that will give good openings for grain elevators. On the present line Murray station offers a good opening for an elevator and coal business. This is a great hay country."

After the charter of the big steamer River Forth by Balfour, Guthrie & Co. to load wheat at Tacoma Jan. 25 the freight rates dropped 5 shillings per ton, and the failure of the boat, which was held at San Francisco, to arrive, cost the owners \$6,000 in the loss of the charter.

Hearings on all bills to amend the Interstate Commerce Act will begin Mar. 3 before the house committee on interstate commerce. The senate committee will have hearings on the Fulton bill to provide that no rate or schedule of rates shall be increased without first obtaining the consent of the Interstate Commerce Commission. It should become a law.

Suit to dissolve the Harriman combination was begun by the government Feb. 1, as predicted in this column Jan. 10. By direction of the atty-gen., U. S. Atty. Hiram E. Booth at Salt Lake City filed a petition in equity against the Union Pacific and Southern Pacific, 7 corporations and 7 individuals, alleging conspiracy to control competing lines of railroad.

Railroad agents do not recognize "prepaid" Bs/L, insisting on payment of charges that may be shown on waybill, before the car is delivered. This too common practice of overcharging and leaving the shipper to fight it out with the claim department is a growing evil that must be checked. Many large railroads receive 500 to 1,000 claims a day on freight traffic, imposing a burden of clerical work on both shippers and carriers that could be avoided by the railroads recognizing their own prepaid Bs/L.

President Roosevelt in his recent message to Congress said "I think that the federal government must also assume a certain measure of control over the physical operation of railways in the handling of interstate traffic. The commission now has authority to establish thru routes and joint rates. In order to make this provision effective and in order to promote in times of necessity the proper movement of traffic I think it must also have authority to determine the conditions upon which cars shall be interchanged between different interstate railways. It is also probable that the commission should have authority, in particular instances, to determine the schedule upon which perishable commodities shall be moved. In this connection I desire to repeat my recommendation that railways be permitted to form traffic associations for the purpose of conferring about and agreeing upon rates, regulations and practices affecting interstate business in which the members of the association are mutually interested. This does not mean that they should be given the right to pool their earnings or their traffic. The law requires that rates shall be so adjusted as not to discriminate between individuals, localities or different species of traffic. Ordinarily, rates by all competing lines must be the same. As applied to practical conditions, the railway operations of this country cannot be conducted according to law without what is equivalent to conference and agreement. The articles under which such associations operate should be approved by the commission, all their operations should be open to public inspection and the rates, regulations and practices upon which they agree should be subject to disapproval by the commission."

Taking of testimony on the claim of the S. R. Washer Grain Co. of Atchison, Kan., against the Missouri Pacific Railroad for \$54,000 damages due to the operation of free elevators at other points has been postponed to Feb. 10, when depositions of the railroad will be taken at Kansas City. S. R. Washer stated that when his new elevator was built on the Missouri Pacific right-of-way, it was with the understanding that it should always enjoy the same privileges accorded regu-

lar company elevators. From the time the elevator began operations until the interstate commerce law took effect, July 1, 1906, it was allowed 1½ cents per hundred pounds for handling grain. After that no allowance was made until, as a result of the suit brought under the name of the city against the Missouri Pacific, Burlington, and Santa Fe, an allowance of ¾ cent a hundred was made. It is claimed by the plaintiffs that, since the allowance of 1½ cents a hundred did not put the Atchison elevator on an equal footing with the Leavenworth and Kansas City elevators, it was operated at a great loss on an allowance of ¾ cent a hundred. The best proof of the effect of the free elevator system is shown in a comparative statement of the business of the elevator for the year, from July 1, 1906, to June 30, 1907, and the previous year. The year before the free elevators were put in operation the Washer Grain Co. handled 1,700 cars of grain; after the free elevators were established but 500 cars were handled in a year. Chas. Linley said that the allowance of ¾ of a cent per hundred for elevator allowance did not put an Atchison elevator on an equal footing with free elevator service at Leavenworth and Kansas City; that he would prefer free elevator service to an elevator allowance of 1¼ cents per hundred for the reason that the grain business really lasted but six months in the year, and the owner of the elevator had the expenses in keeping up his elevator and interest on his investment, running the year round.

Annual Report Interstate Commerce Commission.

In its annual report submitted to Congress the Interstate Commerce Commission condemned the present practice of advancing rates without giving shippers a hearing. The Commission says

ADVANCING RATES WITHOUT HEARING SHIPPERS.

"Under the operation of the interstate commerce act the right to initiate interstate rates rests entirely with the railway, which may, by giving thirty days' notice, put into effect any rate or any regulation or practice affecting a rate which it sees fit.

"Engagements for the sale of grain are made upon the basis of the present rate, and an advance of a cent per 100 pounds may entail a loss in the transaction. The lumber manufacturer may arrange for his season's cut upon the basis of the existing tariff, and a change may mean disaster to his business.

"Where a rate has been maintained for a considerable time and where business interests will be seriously affected by its change it is no undue hardship to require the carrier to continue that rate in effect until the propriety of the advance can be passed upon, and finally to make the advance itself at such time as will work no unnecessary injury. Certainly there ought to be some tribunal to which shippers can appeal, with authority, if such a course seems just, to prohibit the advance or the change until the general question can be considered.

"At the present time it is not very clear whether such authority anywhere exists. Certainly the Commission does not possess it. It cannot itself by any order restrain the advance, nor can it, apparently, apply to the courts for such a restraining order unless the advance works such a discrimination as is forbidden by the so-called Elkins bill, and this is not

usually true of a mere increase in the rate.

"We suggest that when an advance in rates or a change in any regulation or practice is attacked by complaint to this Commission, the Commission shall have the power, in its discretion, after notice to and hearing of the parties, to prohibit the taking effect of the advance or change until the matter has been finally heard and determined.

PROPOSED NEW ORDER ON POSTING TARIFFS.

"Every carrier subject to the provisions of the act (excepting those to which special and specific modifications have heretofore been granted) shall place in the hands and custody of its agents or other representative at every station, warehouse, or office at which passengers or freight are received for transportation, and at which a station agent or freight agent or a ticket agent is employed, all of the rate schedules which contain rates applying from that station, or terminal or other charges applicable at that station, including the schedules issued by that carrier or by its authorized agent and those in which it has concurred. Such agent or representative shall also be provided with all changes in, cancellations of, additions to, and reissues of such publications in ample time to thus give to the public, in every case, the thirty days' notice required by the act.

"Such agent or representative shall be provided with facilities for keeping such file of schedules in ready-reference order and will be required to keep said files in complete and readily accessible form. He shall also be instructed and required to give any information contained in such schedules, to lend assistance to seekers for information therefrom, and to accord inquirers opportunity to examine any of said schedules, without requiring or requesting the inquirer to assign any reason for his desires, and with all the promptness possible and consistent with proper performance of the other duties devolving upon such employees.

UNIFORM B/L.—The Commission reports the proceedings of the year in the matter of uniform B/L and classification, stating that "The entire record in this proceeding is now under consideration by the Commission, and a report will be made at the earliest practicable date.

IMPROVED CONDITIONS.—"Meth-

ods and usages of one sort and another which operated to individual advantage have been voluntarily changed, and it is not too much to say that there is now a freedom from forbidden discriminations which is actual and general to a degree never before approached. As this process goes on, as special privileges disappear and favoritism ceases to be even suspected, the indirect, but not less certain, benefits of the law will become more and more apparent.

"Up to Nov. 4, 1907, the Commission rendered decisions in 105 contested cases under the act. In 45 of these cases orders were made against the defendant



J. M. Walters, Abilene, Kan.

carriers; in 45 the complaints were dismissed, and in the remaining 15 no orders were made. In every instance except one the orders of the Commission were complied with promptly."

THE WORK of the Commission has increased enormously in the past year. During the year 276 hearings were held in various parts of the country, against 73 in 1906, and at the hearings 88,000 folios of testimony were taken. This indicates an increase of about 350 per cent.

In the course of the year the Commission received 4,392 informal complaints, an increase of over 400 per cent over the previous year. Reparation was awarded informally to shippers in 561 cases, the aggregate amount of the claims being \$104,700.

New Kansas Grain Firm.

The choice of a good location at which to start in the grain business contributes more to the success of a new firm than any other consideration. In selecting Abilene, Kan., for their first venture J. M. Walters and Elmer Hoyt have shown the wisdom that promises success, for this city is one of the best grain points in the state.

Both members of the firm are new in the grain business. Their knowledge of grain was gained on farms in Brown County; and Mr. Hoyt now has a fine farm in Dickinson County, a section of land completely improved, to which he gives his time.

J. M. Walters, the active manager of the firm, has had considerable business experience, in hardware and merchandise, and recently severed his connection with a large department store. He is a young man and has a family of wife and four children. He has made many friends during his two years' residence at Abilene.

Portraits of both partners are reproduced in the engravings herewith. They have purchased the grain business and elevator of Wm. B. Giles, who retires after 37 years in the grain business at Abilene. They will continue the business under the name of Walters, Hoyt Grain, Coal & Live Stock Co.

Hardy Alfalfa in Siberia.

In Siberia where the blue-flowered alfalfa stops three yellow-flowered species are found extending from 1,000 to 2,000 miles further north clear across the 6,000 miles embracing the entire length of Siberia, writes Professor N. E. Hansen, of the U. S. Dept. of Agri., in the *Breeders Gazette*. As they are excellent forage plants in dry sections, it seems to indicate that the alfalfa-belt will be extended ultimately on the American continent as far north as we will care to farm.

It should be stated right here that not an ounce of the seed is for sale anywhere. All the seed was gathered from wild plants on the Siberian steppes. Some tap-rooted Siberian clovers were found in this same region, also other promising plants, the entire number of varieties of various plants secured on the entire journey being fully three hundred.

The northern alfalfa limit in Siberia is from sixty to sixty-four degrees, the main distribution being between fifty and sixty, but running south and north of these lines. The Siberians themselves here and there are beginning to realize the great value of the plant. The peasants have for many years put up hay of it and in places wild seeds have been gathered and sown so as to insure a surer stand, but Siberia is so vast in area that it will be many years before the soil is cultivated intensively.

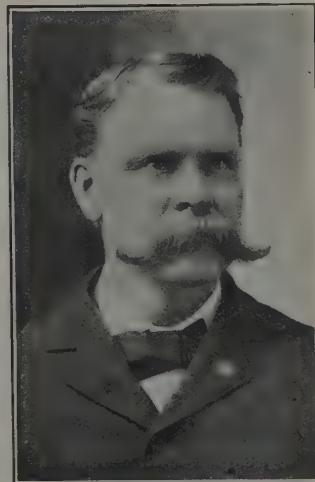
Some wild clovers, allied to the red clover of the dry steppes of eastern Russia and western Asia and some from Lapland are very promising. Some are remarkable in having leaves like red clover, but without the white spot and perfectly smooth, giving hay free from dust.

More corn is being tossed over the side of the hog pens this February than ever before. The hog population back on the farm is a record. The hog appetite is making up for any slight decline in industrial consumption.—E. W. Wagner.

Chas. Whitney bot the contents of a granary which belonged to a miser, recently adjudged insane in Youngstown, O., for a very insignificant sum. When he came to move the grain he found \$2,255 which had been hoarded away. Easy money.



Elmer Hoyt, Abilene, Kan.



Wm. B. Giles, Abilene, Kan., Retires After Thirty-seven Years in the Grain Business.

Seeds

A bulletin treating of the curing of seed corn has been issued by the Minnesota Agri. College.

The Tacoma Implement & Seed Co. has succeeded the Fawcett Implement & Seed Co., of Tacoma, Wash.

Professors Jones and Bowman of the Agri. College at Ames, Ia., are arranging to open an extensive seed house at Des Moines.

At a recent meeting of the directors of the Toledo Produce Exchange it was decided to oppose the pure seed bill introduced in the Ohio legislature.

Seed houses in Kansas City and other terminal markets are making us trouble by bidding the farmers direct for seeds.—M. W. Lewis, Grainfield, Kan.

The seed inspection committee recently appointed for the Toledo Produce Exchange is composed of F. W. Annin, E. W. V. Kuehn, J. C. Keller, F. W. Jaeger, C. S. Burge, R. L. Burge, W. E. Stone.

The Guthrie-Lorenz Seed Co. has leased quarters at Des Moines, Ia., in which to begin a mail order seed business. Mr. Guthrie was formerly with the Iowa Seed Co.

J. M. Ratto & Bro., dealers in seeds at San Francisco, Cal., suffered heavy loss by fire Jan. 1. Their store and contents, valued at \$8,000, was burned. Insurance only \$1,000.

Prime standard clover seed at Toledo will be slightly modified, commencing with the new 1908 crop. Indiana and other dealers have asked it. This should broaden our market and make hedging more popular.—C. A. King & Co.

New York imports of clover seed the week ending Feb. 8 were 1,828 bags, against 4,778 last week and 2,654 a year ago; mostly other than red clover. Exports were 1,398 bags, against 934 a year ago. Timothy seed exports were 2,756 bags.

Hamburg dealer is foxy. He floods our country with circulars, assailing our prime seed. In the same breath he sends samples of foreign seed and advises everybody to buy them instead. That may go in Hamburg, but such methods do not succeed in our country.—C. A. King & Co.

An Illinois dealer writes C. A. King & Co.: "I note in your market reports that a certain Ohio legislator, desiring to do something smart, has gone into the clover seed business at the State capitol. No doubt the wisdom displayed in his introductory speech will greatly enlighten the clover seed dealers in grading seed. I have been handling clover seed for a dozen years and have not yet been able with all my experience to properly grade seed. I hope that legislator will give us some tips."

Toledo received during the week ending Feb. 8, 898 bags of clover seed and shipped 1,616 bags; against 1,178 bags received and 3,222 bags shipped during the corresponding week last year. So far this season receipts have been 23,472 bags, against 33,281 bags last season, and the shipments this season 10,902 bags, against 19,880 bags a year ago. Alsike clover amounting to 286 bags was received at Toledo last week. For the season 3,087 bags have been received, against 10,762 bags a year ago.

Another pure seed bill was introduced in the Ohio legislature Feb. 4 by Senator Berry of Van Wert. It provides that any package of seed purchased on the strength of any advertisement, circular or catalog, must not vary more than five per cent from the claim made for it. Within this limit the seeds must be true to name and free from seeds of noxious weeds or adulterations of any kind. The bill provides a fine of \$25 to \$100 for the first offense, and up to \$200 for subsequent offenses, or the offender may be imprisoned for six months.

The St. Louis market is receiving more clover seed of the 1907 crop than many of the other markets. One firm alone, Picker & Beardsley, has been averaging receipts of more than a carload a day during the past few weeks. These receipts are from the small shippers of the west. The seed market at St. Louis is reported firm and active. Under date of Jan. 25 they write us: "Timothy seed is also very firm, and we have sold several cars during the week at prices ranging from \$4.50 to \$4.55 per 100 lbs. f. o. b. here."

Every dealer at Toledo seems to be looking for medium seed and they are paying large premiums for it. Those who have been right on the market all year are predicting that every bag of seed in the United States, Canada and Europe will be used up before another crop is gathered. The stocks in Toledo are certainly not heavy and could be cleaned out very quickly. Perhaps many who are buying October base their operations on the fact that seed will be cleaned up the world over before another crop. Another point they argue that the trade in general are becoming educated to a higher level of prices than ten years ago when we had a bumper crop and the lowest prices on record. The activity of October would indicate that a great many more people are interested in the next crop at this time of year than in previous years.—J. F. Zahm & Co.

(Continued to second column, page 171.)

Imported Low Grade Clover and Alfalfa Seed.

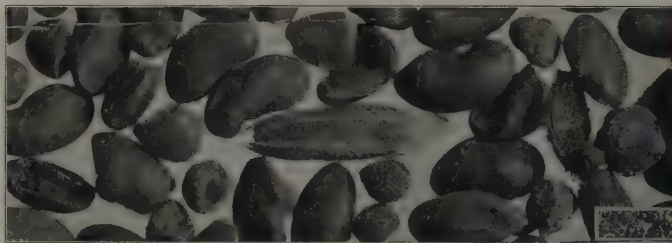
The imports of clover and alfalfa seed into the United States are more than double the exports from this country. The anomaly presented by two steady streams of clover seed passing thru the port of New York, inward and outward, is accounted for by the difference in the quality of the seed composing the ingoing and outgoing shipments.

Pure seed laws in Europe are so strict that the dealers there have practically no other outlet than the United States for the disposition of their impure, low grade and dead seeds. The quality of seed sold in Canada is governed by a strict law. In this country, however, only three states have any effective legislation restricting the sale of seeds.

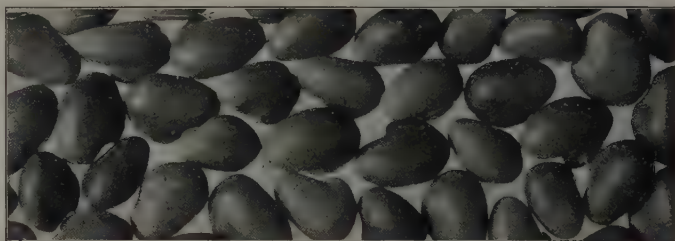
With the recent publication of Bulletin No. 111 there is available for the first time accurate information regarding the quality of the seed imported, under the law permitting customs officers to take 2-ounce samples of all importations of 100 lbs. or more of grass, clover and forage plant seeds, after entry, to be forwarded to the seed laboratory of the Department of Agriculture, Washington, D. C., labeled with the names and addresses of consignors and consignees, name of seed as given in the invoice and the quantity of the consignment.

During the crop year ending June 30, 1906, the total importations of red clover seed amounted to 7,498,287 pounds, of which low grade seed comprised 990,809 pounds, or about one-eighth of the total. These low grade importations contained seed enough to seed approximately 125,000 acres. This seed is for the most part small sized, light weight screenings, and a practical failure must be expected on account of poor germination or smothering with introduced weeds.

The 61 lots of low grade clover seed imported during the crop year contained only 43 per cent of live red clover seed; and the largest lot, amounting to 44,029 pounds, contained only 40 per cent of live



Imported Red Clover of Low Grade. Natural Size and Magnified Nine Times. After Brown, Bulletin, No. 111, Bureau of Plant Industry, U. S. Dept. of Agri.



Red Clover of Good Quality. Natural Size and Magnified Nine Times. After Brown, Bulletin No. 111, Bureau of Plant Industry, U. S. Dept. of Agri.

seed, so that the actual cost of the live seed in this lot was \$28.71, tho imported at \$11.50 per 100 lbs. Another large lot of 35,000 lbs. that someone thought was a bargain at \$6.10, actually cost \$47.95 per 100 lbs. for the good seed, while a third lot imported at \$4.70 was so impure that the good seed mixed with the mass cost \$56.00 per 100 lbs.

Weed seeds in great variety are mixed with the imported article, the number of different kinds of weeds ranging in single samples, from 50 down to 5 and averaging about 30. The 61 lots averaged 74 per cent clover, 12.17 per cent other seeds, 13.83 per cent dirt and broken seed and 58.03 per cent germination. The average cost of the clover in the imported low grade seed was \$20.39, while at the same time the Department of Agriculture was offered seed that would grow and of domestic origin at \$15.59.

Imported sample No. 2945 contained 144,450 weed seeds to the pound. Imported sample No. 4165 contained 137,275 weed seeds to the pound. Imported sample No. 3598 contained 104,520 weed seeds to the pound.

Alfalfa seed imported averaged for 16 samples 86.44 per cent alfalfa, 4.89 per cent other seeds, 8.68 per cent dirt and broken seed, 15 kinds of weed seeds, 51.47 per cent germination, importation price, \$7.63, live alfalfa seed 44.31 per cent and actual value of live seed contained \$18.78 per 100 lbs. Seventy-five per cent of the samples contained dodder, and the low grade seed formed one-twentieth of the total alfalfa seed imported.

In the engravings herewith are shown alfalfa of good quality, imported alfalfa of low grade, red clover of good quality and imported red clover of low grade, magnified 9 times, and natural size in the lower right hand corners.

Botanist Edgar Brown, in charge of the seed laboratory, states that the worthless seed is used to mix with better seed in the grading down process. By mixing 100 lbs. of seed worth \$15 with 100 lbs. of imported screenings which cost \$7.50, a medium grade will result costing \$11.25

per 100 lbs., which is sold at \$13 or \$14 per 100 lbs. Seedsmen should not be altogether blamed for meeting the farmers' demand for cheap seed, and they must be expected to sell it as long as there is a call for it. It seems time that the United States had some restriction on the importation of seeds of such poor quality that they cannot be sold in other countries.

Additional Seeds.

(Continued from page 170.)

Chicago received during the week ending Feb. 8 900,520 lbs. of timothy seed, 329,934 lbs. of clover seed, 112,000 lbs. of other grass seed and 31,280 bus. of flaxseed; compared with 295,900 lbs. of timothy seed, 145,142 lbs. of clover seed, 211,420 lbs. of other grass seed and 4,890 bus. of flaxseed for the corresponding week of 1907. The shipments for the week ending Feb. 8 are 840,565 lbs. of timothy seed, 147,461 lbs. of clover seed, 1,072,142 lbs. of other grass seed and 1,720 bus. of flaxseed; compared with 262,769 lbs. of timothy seed, 37,520 lbs. of clover seed, 131,400 lbs. of other grass seed and 3,650 bus. of flaxseed for the corresponding week of 1907.

The objectionable bill introduced in the Ohio legislature by Representative Woods of Medina provides: "Whoever vends any grass or other seed in or among which there is any seed of the Canadian thistle, white or yellow daisy, or wild carrot, or who, being the owner of land, permits such weeds to grow or ripen thereon, or on the highway adjoining the same, or whoever sells or offers for sale any clover seed without having the vessel or bag in which same is kept when sold or offered for sale, or into which the same is delivered, properly marked or labeled in such a manner as to plainly designate the kind or kinds of clover seed so sold or offered for sale, shall be guilty of a misdemeanor and shall be fined not more than \$500 or less than \$25, and any magistrate before whom an

affidavit is filed charging a violation of this section shall have jurisdiction."

Hamburg, Germany.—The red clover crop in Europe is turning out smaller every day, and we may safely say that only South Russia and Hungary have actually made a crop, and even their crops can only be called below medium. Both districts have exported by far the greatest part of their yield. Owing to the beautiful dry weather during the fall months, nearly all seeds could be thrashed at the same time this year. North Russia and Poland, which bought already in the market, will still have to buy later on a great deal more seed. Hungary exported already too heavily, and they have not seed enough there now for home seeding. Austria, on an average, has such a small crop that they ought to have tied up their scanty products with iron chains, instead of selling them to Germany. They will require later on to import seed again for growing purposes. Germany's crop is the worst in ten years. The European demand will show record figures, and a further considerable advance cannot fail to occur when the general European demand will come.—R. Liefmann Sons Successors.

Ohio seed dealers, wake up! Ohio legislature is considering a bill which may put you out of the clover seed business. It is proposed to require all seed men to label and guarantee clover seed to be either medium or mammoth. Some farmers favor it. They mean well, but have not carefully considered the effect. It would be a serious discrimination against Ohio seed dealers. No other State has such a law. Ohio is one of the largest clover seed producers. Toledo is the leading clover seed market of the world. Cincinnati, Cleveland, and other Ohio cities have large dealers who handle considerable. It comes from half a dozen different States. Past five years Ohio has had very short crops. It has been an importer. It has received considerable foreign seed from Chili, Continental Europe, and occasionally from England and Canada. Who can tell whether it was medium, mammoth or a mixture of both? Seed Inspector Wallace, one of the best expert judges, says it is impossible, especially after the seed has been re-cleaned. He guesses occasionally upon what looks like medium or mammoth, but he would not attempt to guarantee it. Every dealer should write his representative in the general assembly to stop, look and listen, before they pass such a law. Write promptly. Delays are dangerous.—C. A. King & Co.

To the Grain & Seed Dealers of Ohio.

Grain Dealers Journal: I see by an item published in the Ohio News of the last issue of the Grain Dealers Journal that a bill has been introduced by Mr. F. W. Wood of Medina, O., to the Legislature compelling all seed dealers to guarantee when selling clover to growers, Medium from Mammoth clover, and that every shipper of the State should protest against such a Law, which is no doubt a good idea.

I cannot see how any Legislature could make a Law requiring an impossibility. There are no experts on seeds that can detect the difference between these two seeds, seasons being equal for harvesting, etc., and I would challenge Mr. Wood or any one else to do so. Even if it were made a Law, I would like to know what court would convict a man of failure to do something that was impossible.—Yours very truly, E. Harnden, Two Rivers, Wis.



Imported Alfalfa of Low Grade. Natural Size and Magnified Nine Times. After Brown, Bulletin No. 111, Bureau of Plant Industry, U. S. Dept. of Agri.



Alfalfa of Good Quality. Natural Size and Magnified Nine Times. After Brown, Bulletin No. 111, Bureau of Plant Industry, U. S. Dept. of Agri.

The Hamburg Bourse.

"Die Wacht am Rhein" might not stir the German Empire so deeply if the grain business of that country should suffer some unforeseen disaster, for in Germany they make a good many things out of grain besides money, and among others might be mentioned rye bread and beer which some call the blood and sinew of our foreign friends. It may be this or other causes that led the citizens of Hamburg to erect a beautiful Bourse in which to make trades in grain and stocks.

We have our "Open Board of Trade" but not literally so, as was the first Bourse built in Hamburg in 1858. For twenty years the traders of the sixteenth century carried on their grain business without a roof over their heads. After a score of years in a roofless building their Bourse was covered and remained practically unchanged for 250 years or more. In 1841 the building illustrated herewith was built altho the growth of the business has been so rapid that it has been necessary to increase and enlarge it three times since then. The last improvement was in October.

The Bourse is open only an hour and a half in the afternoon of each week day and during that time it is stated that an average of 9,000 people visit it daily. If a trader happens to be late in getting to

the trading floor it costs 3 cents to enter as the doors are locked during trading hours to insure promptness on the part of the members. Money collected in this manner goes into a Benevolent fund which is given to some charitable institution.

There are three large halls on the main floor of this building as the plan reproduced herewith shows. These divisions are occupied by bankers, exporters and importers, and the corn traders. Communications between each of these divisions of commerce therefore as shown in the plan is only a matter of a few steps.

Offices are located all around the building as indicated on the plan. These are occupied by underwriters, grain dealers, brokers, bankers, shippers, lightermen, marine companies, lawyers and every class of business that desires to keep in touch with the grain and stock business. Telephone and telegraf service is just as efficient in the Bourse as in any other building of its kind in Europe but the dispatch with which the grain business of this country is conducted would astound the Germans.

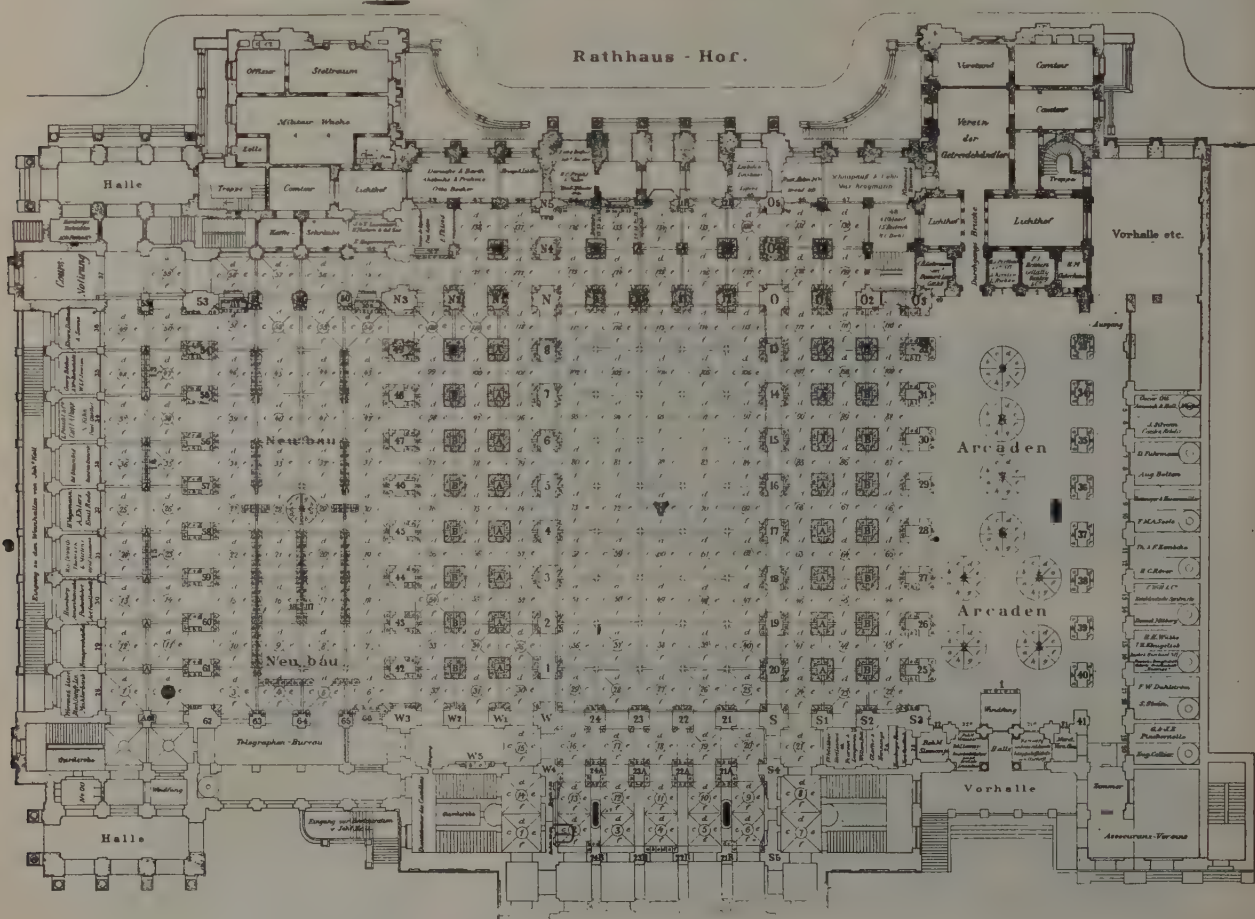
The Bourse is under the supervision of the Chamber of Commerce whose laws govern its transactions. In case of disagreement or disorderliness among the members, the Chamber of Commerce set-

tles disputes and suspends members. The Germans believe that publicity is a good cure for commercial chicanery and if a man skinneth his neighbor the case is published, so there is very little unfair dealing on the Bourse. The first floor of the building is partially reserved for the Chamber of Commerce.

In the Bourse there are large Assembly rooms used for various meetings and functions, a News room where all the leading German and foreign publications may be found, maps, directories and everything that will add to the comfort or facilitate the transaction of business. Members are charged \$10 a year for these business comforts.

The "Neu Bau" as shown herewith is the new part of the Bourse which was recently built; the view also shows the three main divisions of the building. The "Arcaden" is depicted in other view.

A special conference to consider the means of revising the tariff as proposed in the Beveridge bill was urged upon Congress at a meeting held in Washington Feb. 3. The Chicago Board of Trade was represented by H. N. Sager pres. and Geo. F. Stone sec'y. The Baltimore Chamber of Commerce was represented by Robt. Ramsay, and the Minneapolis Chamber of Commerce by Wm. P. Washburn.



Ground Plan of the Bourse at Hamburg, Germany.



The Bourse at Hamburg, Germany. Its Center and "Neu-bau."



The Bourse at Hamburg, Germany. Its Center and "Arcaden."
[See facing page.]

Grain Trade News

ARKANSAS.

Imboden, Ark.—J. L. McKamry is erecting a corn meal mill and eltr.

Pocahontas, Ark.—The large mill of the Hulén Mill & Eltr. Co. was burned Jan. 24. The cost of the mill was about \$35,000, with small insurance.

CALIFORNIA.

St. Francis, Cal.—The Farmers Union Roller Mill Co., incorporated, capital stock \$10,000, to build a mill. H. Sells, pres.; A. H. Staggs, vice pres., and I. R. Averitt, sec'y and treas.

CANADA.

Stettler, Alta.—The Stettler Grain & Produce Co., incorporated.

Montreal, Que.—The Corn Exchange Ass'n has re-elected its old officers.

Crossfield, Alta.—Thos. Fitzgerald is interested in the erection of a mill and eltr.

Glencross, Man.—Frank Young of Hunter, N. D., and Miss Annie Barnett of Aye, were married Jan. 26 at Morton, Man. Mr. Young is wheat buyer for the McKabe Eltr. Co. at this place.

Toronto, Ont.—At the annual election of the Board of Trade Lionel H. Clark of the Canada Malting Co. was elected pres.; R. C. Steele, the seedsman, was elected to the council, and D. O. Ellis, grain dealer, a member of the exhibition board.

Ottawa, Ont.—The Dominion government has decided to lend the farmers of the new provinces of Alberta and Saskatchewan, whose crops were a failure, funds sufficient to purchase seed grain. The loans will be payable in three years at the regular government rate of interest.

Port Arthur, Ont.—The Canadian Northern Eltr. A is being overhauled and equipped with new bin bottoms, and an entire new wood framework is being erected to replace the old framework, by the Barnett & McQueen Co. When this eltr. was erected the wood of first story was covered with sheet iron as a fire protection. The iron kept away the air and permitted the wood to rot.

Winnipeg, Man.—Before the agricultural committee of the provincial house protests were made recently against the proposed legislation amending the charter of the Exchange, James Fleming, pres. of the Exchange, said the amendments proposed menaced the existence of the exchange, and it could not exist if they were passed. The taking away of the commission rule will affect the life of the commission men, and the protection of the rule was necessary if these men were to do business. The Grain Growers' Grain Company before being expelled for a breach of the rules of the Exchange, found the commission rule to be an absolute necessity if it was to do business. Mr. Fleming said that the public had an idea that the exchange was a public institution. The exchange was a private institution, and if the amendment passed it would interfere with vested

rights. The quotations were costly and the private property of the exchange. The Grain Exchange did not object to their mode of doing business being known and welcomed visitors, but to say that everyone as a right should have access to the quotations was a different matter.

WINNIPEG LETTER.

Vokomio, Sask.—Chas. Bunnell is erecting a 30,000-bu. eltr. here.

Owen Sound, Ont.—John H. McQueen, supt. of the C. P. R. eltr. for 20 years, is dead.

Asquith, Sask.—R. J. Lund is completing an eltr. here with 35,000 bus. capacity.

F. O. Fowler, secy.-treas. of the Northwest Grain Dealers Ass'n, has been elected alderman for the city.

Calgary, Alta.—M. McDonald, of McDonald and Dunlop Co., elevator building promoter, died here recently. He erected several elevators in this province.

Saskatoon, Sask.—Local grain men, realizing that the opening of the C. P. R., G. T. P. and C. N. R. Goose Lake line will cut off many thousands of bushels from the Saskatoon market, are preparing to invade with elevator lines the localities which have hitherto sent in their golden burdens by team. Already the Saskatoon Milling & Eltr. Co. has planned to build eltrs. on the Goose Lake line of the C. N. R., on the C. P. R. and possibly along the G. T. P. The Wilson Leslie Co., a newly formed company, will build eltrs. east, west and south, and also in the city, as well as a flour and grist mill.—C.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,300.

W. K. Mitchell has bot the interest of H. S. Kennedy in the grain business of Mitchell & Kennedy.

We're receiving very poor corn. Some of our stations haven't shipped anything but "no-grade."—L. A. Lewellyn.

Edward Wingate Nason, cashier for John C. Shaffer & Co., died at his home Feb. 8, at the age of 65 years. He is survived by two daughters.

Look for light business and probably lower prices during Feb. Iowa generally is shipping in corn. Oats fairly well cleaned up.—H. M. Paynter.

Receipts of barley light with a light demand owing to the fact that the maltsters are getting a lot of barley in on sales to arrive.—Henry Rang.

Oats are a dead trade so far as futures are concerned. Frequently no one is in the pit to trade. Patten has killed speculation. Think May corn will sell below 60c.—I. P. Rumsey.

Geo. F. Stone was appointed to represent the Board of Trade of which he is secy. at the conference in Washington Feb. 4 for the establishment of a permanent nonpartisan tariff commission.

Chas. W. Buckley has purchased the interest of C. A. Jones in Somers, Jones & Co. and has been made sec'y-treas. of

the firm. For the present the business will be continued under the original firm name.

With No. 3 or better corn selling on the call at 6 to 10 cents under the May future the market is not attractive to country shippers who can scarcely furnish No. 3. The low grades are away down.

All receipts for grain in the City Eltr. have been canceled, as the drainage canal trustees have bot the ground for widening the river. The directors of the Board of Trade recently declared the house irregular.

The entertainment by the Board of Trade the last day of the year netted \$678.18, which was divided among eight recognized charities. For the erection of a cottage for children at Algonquin, Ill., \$250 was added to the \$750 already paid in.

This is the worst crop of corn I have seen in all my experience in sampling, said R. P. Kettles, chief of the Grain Sampling & Seed Dept. So much moisture testing has to be done by the department that another 6 bulb apparatus has been installed.

I have just returned from a trip thru the eastern and northern part of Iowa and I find the farmers are holding their hay for higher prices. The corn crop is very light and in every town I visited they are shipping in corn from Mo. and southern Ia.—C. E. Walters.

Julius Karahoreck, a lad of 15 years, was caught stealing grain from a car, but was released by Judge Tuthill of the juvenile court on a statement that he stole the wheat to keep his six chickens from starving. Such leniency encourages others to petty thefts.

McKenna & Rodgers is a new firm beginning business Feb. 17 with offices in the Board of Trade bldg. It is composed of Edward P. McKenna and John A. Rodgers, who both were with W. H. Lake & Co. A general grain commission business will be transacted.

The friends of Armour say he has not been speculating at all and the stories circulated about the dissolution of the firm of Bartlett, Frazier & Carrington on account of losses in speculation are entirely without foundation. The firm is out of the stock business and has released its New York offices.—H. J. Patten.

Three inspectors are said to have been discharged recently by Chief Cowen for errors in grading. One inspector was fined \$200 for neglecting to test the weight of oats he had graded as No. 2 and standard. The oats were several pounds below the grade requirements as to weight and the shipper made good the loss to the buyer.

Notice to card all cars of grain has been sent to the railroads by Chief Grain Inspector Cowen, to enable the inspectors to find the cars. Part of the receipts of grain on a few roads have been escaping inspection, to the advantage of the owner of the grain and to the loss of the inspection department's revenue. It is said inspection is compulsory under the new law.

Portus B. Weare filed a petition in bankruptcy at Seattle, Wash., Jan. 30. Liabilities, \$1,085,647; assets, \$383,857. The larger part of the assets are pledged for Weare's debts. Mr. Weare is an officer of the Weare Commission Co., Weare Grain Co. and Chicago Railway Terminal Eltr. Co. Several years ago

the Weare Commission Co. was active in the Chicago market and had many customers in Iowa and Illinois.

The committee which is collecting subscriptions on 'change has turned over \$3,800 within the last three weeks to various charitable organizations of the city. The Board of Trade anticipated the conditions which have existed in Chicago ever since the first of the year and consequently a committee was appointed to secure funds for the benefit of women, children and destitute families before the citizens took any steps toward ameliorating conditions. Altogether \$5,000 has been raised and the committee expects to make it \$6,000.

The banquet Jan. 29 in honor of E. B. Boyd, retiring manager of the transportation department of the Board of Trade, was attended by representative members of that organization and many of the leading lights of the railway world. Walter Fitch was toastmaster. Mr. Boyd, who was presented with a solid silver and gold tea service, was lauded for his four years of work in this city by the speakers and applauded roundly by the 200 guests present. Topics of vital interest to the business of Chicago and its tributary territory were discussed by the speakers.

Application for membership in the Board of Trade has been made by Samuel C. Brown, Lewis G. Young, Edwin R. Griesbach, Charles W. Dilworth, John L. Tracy, Henry Ford Harvey. Members of the Board of Trade recently admitted are Edward F. Thompson, Herbert H. Lehman, Lucius Teter, N. G. Freeman. Application for transfer of membership has been made by the estate of Henry G. Dickinson, George A. Haskell, John M. Simpson, Charles V. Purcell, Thomas G. Noble, Ralph C. Otis, Charles E. Herrick, Thos. J. Ryan, estate of M. J. Buxbaum, Lorenzo D. Kneeland.

P. H. Bevis has been appointed assistant sampler to R. P. Kettles, Chief of Grain Sampling and Seed Inspection Dept. Mr. Bevis has had a number of years of practical experience in sampling and virtually has had charge of the assistant's duties ever since A. R. Ware, who formerly held the position, took a similar post at Port Arthur. It seems to be the policy of the Board to give preference to men who have been long in the service and have proved themselves capable. Mr. Bevis has proved himself such a man and his appointment confirms the good opinion his friends have always had of him.

The hearings on Chicago switching charges are still going on. Before the state railroad commission, Jan. 29, Levy Mayer, representing ass'n's of shippers, asked "Is there any excuse, moral or legal, for the Chicago & Northwestern to jump the switching charges from \$2 to \$30 and to make a per diem charge of over \$1 a day for cars owned by them? Is there anything to justify such tyrannical methods upon the part of the railroads or other corporations? Over 5,000 firms and corporations doing an annual business in excess of \$2,000,000,000 are waiting for this commission to render a decision which will strike a blow at the indescribable greed of the railroads."

The big break in wheat which has appeared disproves the theoretical shortage in the world's supplies persistently claimed by the best statistical authorities in the world, including the London Statist.

The shortage was expected to create an abnormal demand for American reserves. Europe is now receiving wheat from Argentina in the largest quantities in the history of the trade. The decline in the cash market has uncovered a big milling demand for No. 2 Red wheat at St. Louis. The daily sales recently to the South and S.-W. millers average 100,000 bus. There is decided improvement in the demand here. The feature of the oats situation is the transfer of liberal quantities of manufactured standard from private and public eltrs.—Harvey Williams.

COLORADO.

Denver, Colo.—Who constitute the Cherokee Commission Co.? How long has it been engaged in handling grain and hay? What facilities has it for caring for shipments entrusted to it?—V. N.

Denver, Colo.—The movement to develop the grain industry of Colorado gained impetus at the successful convention of the Colorado Grain & Seed Growers Ass'n held at this city Jan. 23. Prizes were distributed to thirty boys and girls of Colorado for specimens of grains raised from seed. Ralph Thompson of Rifle got first prize for spring wheat, \$20; Clara Haymaker of Gunnison got first prize of \$20 for girls. Her prize-winning stock is oats and barley. The prizes ranged from \$1 to \$20. The convention was opened by Professor Olin, who, after reviewing briefly the work done during the year, outlined the plans for the future. This will include the formation of farmers' clubs throughout the state to encourage a more uniform grade of crops. He also suggested the incorporation of the organization and the taking out of a state charter. Under Professor Olin's plans test plots will be planted early to prepare specimen grains for the exposition in Seattle in 1909. Others addressing the convention were Prof. Frederick Knorr, sec'y; H. E. Johnson, assistant manager of the Colorado Milling & Eltr. Co., on "A Message to the Farmer from the Miller's Standpoint"; Benjamin Preston of Fort Collins on "The Practical Method of Seed Selection"; C. C. William of Yuma on "The Preparation of Seed Beds and Tillage of Wheat"; J. P. Lowell of Durango on "Medals I Have Won for Grain at St. Louis and Portland." W. H. Olin, of the state agri. college, was re-elected pres. of the ass'n for the ensuing year.

IDAHO.

Vollmer, Idaho.—The Vollmer-Clearwater Grain Co. on Jan. 17 shipped the first carload of grain over the Northern Pacific Lewiston and Grangeville line. Not less than 1,500,000 bus. of grain will be shipped from Vollmer as soon as the railroad is completed.

ILLINOIS.

Welland, Ill.—The new eltr. of the Penrose Eltr. Co. is about completed.

Cissna Park, Ill.—Geo. C. Steiner has bot two Hall Signaling Distributors.

Ludlow, Ill.—The Ludlow Eltr. Co. is installing a \$1,200 grain drier in its eltr.

Union, West Union P. O., Ill.—Poorman Bros. have succeeded W. D. Poorman.

Perdueville, Ill.—J. B. Carson has bot the coal and grain business of C. H. Ruple & Co.

Ivesdale, Ill.—The Ivesdale Grain Co.

has bot a 20-h. p. gas engine to be installed in its eltr.

Spires, Ill.—The Spires Eltr. Co. will have two Hall Signaling Distributors installed in its eltr.

Windsor, Ill.—The Windsor Farmers Mutual Eltr. Co. has been organized, capital stock \$15,000.

Alexander, Ill.—Edwin Beggs will equip his eltr. with an improved Hall Signaling Distributor.

Beason, Ill.—John T. Harman has bot the eltr. of the Evans Eltr. Co., and will take possession Mar. 1.

Charlotte, Ill.—The Charlotte Farmers Grain Co. has increased its capital stock from \$8,000 to \$11,000.

Quincy, Ill.—McAdams & James contemplate installing an automatic weighing machine in their eltr.

Champaign, Ill.—An eltr. company of Hammond, Ind., has bot suit against W. J. Block to recover \$6,000 damages.

Green Valley, Ill.—The Baker Eltr. Co. has increased its capital stock and has changed its name to Farmers Eltr. Co.

East St. Louis, Ill.—Weidmer Bros. have bot the salvage grain from the Montgomery Eltr. B, which was burned recently.

Antioch, Ill.—A farmers elevator company is being organized here for the erection of an eltr. Nels Ross is interested.

Gibson, Gibson City P. O., Ill.—The eltr. of George W. Walker & Co. was burned Feb. 2. Loss, \$15,000; insurance, \$10,000.

Bloomington, Ill.—The farmers co-operative eltr. companies of Illinois will hold their annual convention at this city Feb. 26 and 27.

Neponset, Ill.—The Neponset Farmers Grain Co., recently incorporated, will meet Feb. 22 to increase its capital stock from \$5,000 to \$7,000.

Healey, Risk P. O., Ill.—The Healey Grain Co., incorporated, capital stock \$6,000; incorporators, E. P. Garrity, F. P. Snyder and C. B. Strawn.

Pesotum, Ill.—The firm of Condon & Reimke established a new record recently when they took in 285 loads of corn between 7 a. m. and 4 p. m.

Bloomington, Ill.—W. H. Shideler, a grain broker at this place and a member of the Chicago Board of Trade, died Jan. 28, at his home, at the age of 45 years.

Virginia, Ill.—Little Indian Farmers Grain Eltr. Co., incorporated, capital stock \$5,000; incorporators, Fred E. Virgin, George H. Carls and J. H. Petefish.

Hayes, Ill.—Barracks, Williams & Co. have succeeded Roe, Barracks & Co. Al. Barracks is the new manager. He was formerly interested in mining in New Mexico.

Bluffsprings, Ill.—A company was organized recently with William Blohm as pres., to consider the advisability of erecting an eltr. at this place and Beards-town.

Mattoon, Ill.—The suit by Frank Jolly of this city against the Cleveland Grain Co. to recover \$45 alleged to be due on a corn deal, has been decided in favor of defendant.

Joliet, Ill.—The Union Eltr. Co. has gone out of business and surrendered its charter. The company formerly operated the eltr. here which was burned a few years ago.

Bongard, Villa Grove P. O., Ill.—Bart-

lett, Kuhn & Co., of Terre Haute, Ind., have bot the eltr. of N. J. Block for \$2,000. John Lewry, of Fairland, will have charge.

New members of the Illinois Grain Dealers Ass'n are Lewis & Smith of Bloomington, Northwestern Eltr. & Grain Co. of Peoria, and Stewart & White of Vermilion.

Chesterville, Ill.—We expect to commence work on a new eltr. at Chesterville to replace the one burned down a short time ago.—Spellman & Spitly of Lincoln, Ill.

Fullerton, Ill.—The Fullerton Grain, Coal & Merchandise Co., incorporated, capital stock \$5,000; incorporators, Geo. A. Winslow, Isaac C. Lofferty and Edward J. Caton.

Jerseyville, Ill.—I have bot the Newton Machine Shop and will remodel it and install corn and feed grinding machinery, and will do a wholesale and retail flour business.—W. H. Coulthard.

East Lynn, Ill.—Wheelock & Peterson Bros. have failed. Liabilities, \$40,000; assets, \$25,000. Hans Peterson, one of the principal stockholders, has disappeared. The creditors are farmers and banks.

Maroa, Ill.—We have been enjoying a very nice business for beginners. Corn has been in very poor condition, having an excessive amount of moisture.—R. B. Parker & Co., successors to Shellabarger Eltr. Co.

Mattoon, Ill.—The Mattoon Farmers Grain Co., incorporated, capital stock \$10,000; incorporators, W. E. Patterson, J. M. Strong and W. E. Dole. The company will buy the plant of the Cleveland Grain Co. or build a new eltr.

Hendrix, Ill.—One of the first eltrs. along the Illinois Central to make use of the interurban electric power is the eltr. of the Hasenwinkle Grain Co. The company has replaced its gasoline engine with an electric motor.

Monticello, Ill.—A main shaft broke in one of the two eltrs. of the Farmers Eltr. Co. and the blockade grew until 238 wagons loaded with corn were lined up on Jan. 18. The corn was supplied by 9 shellers running in the county.

New Holland, Ill.—J. & F. J. Rapp, grain dealers at this place, have brot suit against J. C. Burruss and Anna Steinmetz, to decide who shall receive the proceeds of a purchase of 1,115 bus. of corn from Burruss on which Mrs. Steinmetz had a claim for 250 bus.

Rock Island, Ill.—Major Riche of the government engineering corps at this city states that a Sterling company has applied for permission to build wheat eltrs. on the Hennepin Canal at Sterling. The custodians of the canal have authority to lease sites for a term of 5 years.

Martinton, Ill.—The farmers at this place are interested in the organization of a farmers eltr. company. C. J. Simmons has been elected temporary chairman and L. H. Baron temporary secy. The company will try to buy one of the eltrs. of the R. F. Cummings Grain Co. or they will build.

Cairo, Ill.—Shippers to this market should not overlook the fact that the Consolidated Hay & Grain Co. is in reality the successor of Leo McDaniel and the Illinois Hay & Grain Co., which gave shippers to this market so much grief last year. The personnel of the Consolidated Co. is the same as of the old companies.

Urbana, Ill.—About 600 persons registered for the 2-weeks course at the corn school. It was planned to make the corn show of 1909 greater than ever. C. A. Rowe of Jacksonville was elected pres. and Leigh F. Maxcy secy. of the Illinois Corn Growers Ass'n at the meeting Jan. 29. The committee on corn show for 1909 is headed by A. N. Abbott of Morrison.

Homer, Ill.—Fred Rose, who recently bot the two eltrs. of Parrish & Son, has the repairs about completed. The eltrs. were furnished thruout by the Reliance Construction Co. The capacity has been increased from 45,000 to 100,000 bus. of corn or 110,000 bus. of oats. There are two dumps in the new part, making four in all. There is also an ear corn storage for about 10,000 bus. The eltrs. are equipped with a 600-bu. hopper scales, a Boss Car loader, an 80-h. p. gasoline engine and a car puller, with a new engine room, and cob house with a capacity of 14,000 cubic feet for fuel.

Magnet, Ill.—The eltr. of Ed. Morris was burned Jan. 31. Loss, \$11,000; \$8,000 on the building and \$2,500 on the grain; insurance, on the building \$4,000; on the grain \$1,400. Mr. Morris will rebuild the eltr. as soon in the spring as the weather will permit. The flames were discovered about 1:30 o'clock and are thought to have originated in a carload of hay standing on a side track. The eltr. was completed about two years ago at a heavy cost, and was one of the largest and best equipped in this part of the country. Mr. Morris writes that the property was insured in the Grain Dealers Fire Ins. Co., of Indianapolis, and that the loss was adjusted and paid in full Feb. 4.

Saunemin, Ill.—Finances of the Farmers Eltr. Co. have been getting low, as the farmers are all hauling their grain to the independent dealer, while the expenses are going on. Accordingly at a meeting held Jan. 27 it was unanimously voted to adopt the 1-cent penalty clause, and furthermore it was voted that any farmer failing to observe the penalty clause would not be allowed dividends on the stock he owns. Already there is dissatisfaction with the action taken and more friction probably is in store. It is claimed that the rule cannot be enforced by law and many farmers will sell their grain to the man who will pay the most money and when it comes to turning back one cent a bushel into the treasury of the company, many of them will not do it.—*Enquirer*, Cabery, Ill.

INDIANA.

Wellsboro, Ind.—Sam Finney is installing a grain drier.

Nortenburg, Ind.—H. Griffith has bot a Reliance Dump Controller for his eltr.

La Grange, Ind.—The eltr. of Carl Ford has been reopened with Wm. C. Hawk as manager.

Clarks Hill, Ind.—We cannot get along without the Grain Dealers Journal.—Mollett Grain Co.

King, Ind.—The flour mill and eltr. of the R. P. Moore Milling Co. was burned Jan. 23. Loss, \$60,000; insurance, \$45,500.

Aylesworth, Ind.—Jones Bros. have equipped their new elevator with two of the Reliance Automatic Dump Controllers.

Lake Bluff, Ind.—Warren Miller has succeeded J. C. Merchant & Bro. in the feed and grain business.

Clifford, Ind.—J. P. Norton has attached a Reliance Automatic Dump Controller to his dump scales.

South Bend, Ind.—The Elmore Grain Co. has just had plans completed for the installation of an Ellis Drier by The Seckner Co.

North Manchester, Ind.—The eltr. and cold storage building of Moss Bros. & Co. was burned Feb. 1. Loss, \$10,000; insurance, \$3,000.

New Albany, Ind.—John MacDonald & Co. have arranged with The Seckner Co. to build the company 16 concrete and brick storage tanks.

Monroe, Ind.—The Monroe Grain, Hay & Milling Co., which was recently incorporated, will increase its capital stock from \$10,000 to \$20,000.

Indianapolis, Ind.—The Brafford, Files, Thompson Co., incorporated, capital stock \$5,100; incorporators, J. M. Brafford, A. Files and A. W. Thompson.

Onward, Ind.—Jacob Ikenberry & Son have traded 70 acres of land and paid \$3,500 in cash for the eltr. of C. W. Montgomery. The eltr. is valued at \$12,000.

Barce, Ind.—W. F. Starz & Co. have equipped their eltrs. at this place and East Dunn Sta., Freeland Park P. O., with Reliance Automatic Dump Controllers.

Roanoke, Ind.—E. M. Wasmuth has been appointed to fill the remainder of J. W. McCordle's term as a member of the board of managers of the Indiana Grain Dealers Ass'n.

Florida, Ind.—J. P. Shoemaker of Daleville, Ind., is scoop-shoveling. He has no facilities, and is depriving Anderson dealers of what he is scooping.—Schalk Bros., of Anderson.

Gosport, Ind.—John Brewer, miller, is charged by a deputy food inspector with selling bran without a tag. The penalty for this offense under the new law is a fine of not less than \$50.

Terre Haute, Ind.—B. G. Hudnut has had plans prepared by Fred Friedline for the remodeling and enlarging of his eltr. at this city; and for the installation of a Hess Drier at the plant of B. G. Hudnut & Co., at Clinton, Ind.

Covington, Ind.—I have sold my eltr., which is known as the Schulenberg Eltr., here, to H. H. Smith, of Danville, Ill. I have bot the eltr. at Foster, Ind., of Davis & Current, taking possession at once.—Thos. H. Bodine.

The assessment of grain on Mar. 1 is to be on the market value, instead of on the schedule prepared by the state board. The result is that different assessors in different counties will value grain at different prices, as hereafter the state board will furnish no schedules.

Indianapolis, Ind.—Judge Carter of the Superior Court, on Jan. 18 decided that the state railroad commission law was constitutional, and upheld the order of the commission making compulsory the interchange of traffic between the P. C. & St. L. and C. C. & L. R. R. at Richmond.

Indianapolis, Ind.—C. S. Bash of Fort Wayne has been appointed to represent

the Indiana Grain Dealers Ass'n in favor of the improvement of waterways, before congressional committees. Mr. Bash will appear before the agricultural committees to favor the McCumber or Watson bills for federal grain inspection.

The prizewinners at the Indiana Grain Dealers Corn Show from the Shelbyville district were Jess Anders, Shelbyville, 1st; Geo. Ownes, Franklin, 2d; and Carey J. Phares, Shelbyville, 3d, for white corn; and Carey Barnhaizer, Franklin, 1st; P. D. Collins, Arlington, 2d; and J. C. Bagley, Arlington, 3d, on yellow corn.

Rossville, Ind.—Wm. H. and John C. Hochstetler have brot suit against John H. Smith for the specific performance of a contract by which Smith was to purchase and pay for the eltr. and grain business of the Hochstetlers. Smith took possession of the business Dec. 9. Later when the deed and abstract of title were delivered Smith refused to accept them or to pay the purchase price, it is alleged.

Berne, Ind.—The annual meeting of the stockholders of the Berne Grain & Hay Co. resulted in the selection of Nathan Shepherd, Geneva, Ind., W. T. Palmer, Celina, O., M. Zehr, Berne, Ind., Jesse Throp, D. C. Welty, E. F. Lantz and Jesse Rupp, Berne, Ind., for directors. The following were selected to serve as officers for the ensuing year: Jesse Rupp, pres., M. Zehr, vice-pres., D. C. Welty, sec'y and treas., Nathan Shepherd, gen. mgr.

Indianapolis, Ind.—For your information and showing you how incorrect and absurd your statement in the Grain Dealers Journal of Jan. 25 is I will say that the firm of John R. Gray & Co. have had no dealings with Thos. H. Botts & Co. since 1904, and as Richards & Hammond have been out of business for about a year, and our business relations with them have always been pleasant, and we did not have a bushel of oats sold to either of the above-named firms, I do not see how their failure could be attributed to me in any manner.—John R. Gray.

Indianapolis, Ind.—The working of the average rule of assessing car demurrage was thoroly threshed out at the hearing before the state railroad commission Jan. 22. The injustice of exacting demurrage for delay in unloading a car when the receiver has himself been delayed a month or more by failure of the car to arrive, was made plain by testimony of different shippers. J. V. Zartman, chairman of the legislative committee of the Indiana Manufacturers & Shippers Ass'n, testified it was his belief that an "average" rule in Indiana would wipe out car service, and this, he said, would mean the canceling of \$175,000 a year and the return of 175,000 car days to the railroads.

IOWA.

Gladbrook, Ia.—W. G. Schneekloth will erect an eltr. in the spring.

Leighton, Ia.—The grain office building of J. E. Vanderzyl & Co. was burned Jan. 28.

Davenport, Ia.—The local glucose factory of the Corn Products Co. is to be placed in operation.

Keokuk, Ia.—John C. Hubinger, founder of the largest independent starch works, died recently.

Doon, Ia.—Fire Feb. 4 destroyed the

eltr. here operated by the Plymouth Eltr. Co., of Sioux Falls, S. D.

Huxley, Ia.—The eltr. of the Farmers Grain Co. is about completed. The building has a capacity of 8,000 bus.

Le Mars, Ia.—The Plymouth Roller Mill Co. will install another improved Hall Signaling Distributor in its eltr.

Van Horn, Ia.—Two rival farmers eltr. companies are being promoted here by Chas. Hartung and Henry Kirkman.

Scranton, Ia.—The Farmers Eltr. Co. has been organized here, capital stock \$6,000. Elmer Garland, pres., and James Cairns, secy.

Lowther Sta., P. O. Acme, Ia.—A 25,000-bu. eltr. has been erected here for E. R. Dibble Co. by L. O. Hickok on the C. & G. W. Ry.

Stacyville, Ia.—The Myrtle Grain Co. of Albert Lea, Minn., has bot a Clipper Cleaner of the Younglove Construction Co., for its eltr. here.

Gladbrook, Ia.—William Schneekloth is getting the material on the ground for the erection of an addition to his eltr. to be built in the spring.

Clinton, Ia.—The Liquin Grain Co. is having plans drawn by The Seckner Co. for a modern eltr. which the latter company will start to erect soon.

Storm Lake, Ia.—The eltr. of Wagner Bros. was burned Feb. 7. The building contained 15,000 bus. of oats and a car load of flour and feed. Loss said to be \$70,000.

Sioux City, Ia.—Rules to govern the new Board of Trade have been drafted by a committee composed of Michael King, W. F. Brittan, H. J. Hutton, J. A. Tiedeman and G. B. Healy.

Des Moines, Ia.—Since Apr. 1, 1907, the Iowa Grain Dealers Ass'n has admitted 61 new members. If you are not in the band wagon jump in, and help make the number 100 by Apr. 1, 1908.

Yarmouth, Ia.—I have sold my eltr. to Frank Bruty, Jr., of Washington, Ia., and will give possession Mar. 1. A lot of grain is in the country, and most of it will wait until after seeding, to move.—S. Koerner.

Benton, Ia.—U. S. Fry has again become the owner of the Van Horne eltr. which he sold six years ago to K. A. Harper, while Wm. J. Donnelly, the owner for the past year, acquires a farm near Vinton.

Clinton, Ia.—The suit of R. S. Blake against the Clinton Grain Co., regarding non-delivery of corn contracted, was withdrawn by plaintiff, and did not go to the jury. Settlement was made on the basis of the Clinton Grain Co.'s books.

Gowrie, Ia.—Richard Funk, who some time ago purchased several shares of stock in the Farmers Eltr. Co., will now be able to have the stock transferred to him, Judge Lee of the district court holding that he was entitled to the property.

Gillett Grove, Ia.—The office, scale platform and driveway of the Farmers Eltr. Co. was burned Jan. 23. The fire started in the engine room under the office, and was discovered too late to save the structure. A bucket brigade saved the main building.

Council Bluffs, Ia.—The grain and hay store of the Droge-Kiddle Grain Co. was burned Jan. 30. Loss, \$2,800; partly insured. Loss on stock, \$2,000; insurance, \$1,000. Insurance on building, \$1,500. The building will be rebuilt at once. The company had only occupied the building about one week.

Sioux City, Ia.—The committee of the Commercial Club which went to Chicago to confer with the officials of the Chicago, Milwaukee & St. Paul Ry. has obtained assurances that this city will be given reduced rates on grain. Under the promised rates the lessees of the new terminal eltr. expect to do a large business.

Pocahontas, Ia.—The Supreme Court of Iowa has recently decided that Mr. Fritz was entitled to a commission for selling the eltr. of the Chicago Grain & Eltr. Co. to the Farmers Grain & Coal Co. Defendant alleged Fritz was not authorized to negotiate. The court held that C. D. Sturtevant and Mr. Coon, having been authorized by the company to sell the house, were thereby empowered to employ Fritz as broker.

Des Moines, Ia.—I don't think the farmers of the state have awakened to the seriousness of the seed corn situation. Last season's crop did not mature as it should and the germ seems to be naturally deficient. It is a condition I have not noticed for fifteen or twenty years. Severe weather before the crop is gathered is usually responsible for the shortage of seed corn, but that is not the case this year. Even the corn that was put away before the heavy frosts failed to mature. However, I have found that a few varieties of corn did not seem to be affected by the unusual conditions, but a majority of last season's crop is undoubtedly of low vitality.—Chas. N. Page.

Holstein, Ia.—The eltrs. that we recently bot of the Western Eltr. Co., of Winona, Minn., are at Kingsley, Ia.; Correctionville, Cushing, Holstein, Galva, Schaller and Earley, all in Iowa. But since the purchase of these houses we have sold the Holstein house to the Farmers Eltr. Co., of Holstein. I have been with the Western Eltr. Co. for about six years and when the Schoeneman Bros. Co. took over this plant, I retained this position with them, but as they have sold to the farmers, I am taking a position with the Western again at Aurelia, Ia., succeeding Mr. Davis at that place, Feb. 1.—S. O. Jackson, agt. Schoeneman Bros. Co.

Gowrie, Ia.—So far this winter we have had the finest and driest weather ever experienced in this state. We had a light snowfall on the night of Jan. 30, which we needed to settle the dust, which had become quite annoying of late. We started in the fall with a crop of damp corn to handle. During November and the first half of December our corn was graded N. G. No. 4, owing to dampness. Now our corn is grading No. 3, No. 3 white and No. 3 yellow. The bulk of our shipments are going to South Dakota, Minnesota and Northern Iowa. We are paying (Feb. 3) 48c for corn and 45c for oats. Farmers here will have plenty of seed corn and oats.—Harvey Bros.

KANSAS.

Reno, Kan.—W. A. Fair is remodeling his grain bin and eltr.

Buxton, Kan.—Hodges & Dotson have gone out of business and removed.

Protection, Kan.—The Southwestern Grain Co. is being formed here to erect an eltr.

Plains, Kan.—Collingwood Bros. are installing an improved Hall Signaling Distributor in their eltr.

Sylvia, Kan.—Mr. Beauchamp, of Bel-

pre, has moved here and will take charge of the eltr. of the Kansas Grain Co.

Read the decision of the Kansas Supreme Court on landlord's liens elsewhere in this number of the Journal.

Centerville, Kan.—I have succeeded the Centerville Lumber Co., and am the only grain buyer at this point.—J. C. Blair.

Fort Scott, Kan.—The Fort Scott Grain & Implement Co. has had its eltr. painted and is making other improvements.

Preston, Kan.—The Preston Grain, Live Stock & Merchandise Co. has bot the eltr. of the Home Grain Co. at this place.

Ferguson, Kan.—The Ferguson Grain & Live Stock Co. has the foundation laid for an eltr. W. W. Culver is doing the work.

Delia, Kan.—Geo. G. MacDonald, local mgr. for J. C. Bradley, Rossville, spent the last week in Kansas City and Chicago.

Milton, Kan.—Kelly Bros., of Wichita, Kan., have bot the eltrs. of S. R. Overton on the K. C. M. & O. R. R. at this place and Waldron.

Brownell, Kan.—We are in the grain business, operating the 9,000-bu. eltr. owned by Chenoweth & Ryan Bros.—Brownell Lumber Co., Thos. Ryan, mgr.

Bentley, Kan.—No scoopers are operating persistently here. Someone scoops a car or two. Our main scooper is John Gilchrist of Valley Center.—J. A. Armour.

Dexter, Kan.—Smith, Klock & Co. are out of business. The Arkansas City Grain & Coal Co. and L. B. Bullington are shovelers here.—Adam Schrader Grain Co.

Leona, Kan.—T. L. and C. P. McCormack have bot the interest of their father, T. L. McCormack, in the grain eltr. T. L. McCormack has bot the Barnum building in Horton.

Brewster, Kan.—I have bot the eltr. of the Hoffman Eltr. Co. here and will tear it down and erect a new one, with a capacity of 25,000 bus., and will install all new machinery.—J. P. Horney.

Gypsum City, Kan.—I. A. Pribble will remodel his eltr. here in the spring. He installed an Avery Scale at Longford recently and figures that the cost of it has been made already by the saving in weights.

Herington, Kan.—Robert T. Ray, of the Robert T. Ray Grain Co., of Council Grove, has bot A. J. Lower's grain and coal business at this place. Mr. Ray will move his family here and will take possession at once.

Wheaton, Kan.—W. C. Kiely has been remodeling his eltr. He has moved it close to tracks, installed grinding and elevating machinery including a gasoline engine, dump scale, and other machinery for handling grain efficiently.

Kellogg, Kan.—J. T. Smith, who has been in charge of the Alexander Milling Co.'s eltr. at Akron, has succeeded R. E. Rogers in a similar position at this place. Mr. Rogers has been selected to represent the company's interests in eastern Kan., Mo., and Ark.

Topeka, Kan.—The green bug bill, appropriating \$10,000 for the introduction of parasites, was passed by the senate but died in the committee on ways and means. The work of exterminating the

green bug devolves upon the experiment station at Manhattan, Kan.

Argonia, Kan.—The Hunter Milling Co., of Wellington, Kan., will dismantle its eltr. at this place and will erect a larger house on the opposite side of the track. The Wellington Mill & Eltr. Co., of Wellington, Kan., will move its eltr. at this place to the opposite side of the track.

McDonald, Kan.—The Farmers Eltr. Co. at this place was considering the proposition of leasing the eltr. of E. G. & Ed. Lyman, but as the price is too high, will probably erect an eltr., with a capacity of 15,000 bus., all improvements, and will install a 20-h. p. gas engine, not to exceed \$3,300 in cost.

Waterville, Kan.—M. F. McCulloch was crushed to death Jan. 20, at the eltr. It is supposed that he had gone to the eltr. leg to fix some part of the machinery, as the wheat was not elevating well, and became entangled in the buckets, which dragged him into the belt. It required five men to get his mutilated body from the machinery. His neck was broken in two places, one leg was cut off below the knee, one arm was broken in four places and many of the other bones in his body broken.

Wichita, Kan.—John B. Miltner, one of the oldest grain dealers at this place, died on the morning of Jan. 28, aged 72 years. Leaving Germany, his native land, at the age of 17 years Mr. Miltner went to Indiana, where he worked 2 years. For a short time he resided at Chicago, in 1855 removing to Warsaw, Ill., where he remained until his removal to Wichita in 1875. With Henry Kaufman he engaged in the grain business, first in a 1-room house, then a mill building and later in the Wichita Eltr., which the firm now owns. John Miltner was well liked and respected by his competitors in the grain business. Two sons and two daughters survive him.

Topeka, Kan.—The Kansas House of Representatives recently adopted the following resolution, offered by W. R. Stubbs: Whereas, The grain freight rates from the wheat belt of Kansas are one hundred per cent higher than the rates for like service from all points on the Missouri river, per ton per mile, and that said excess of freight rate charges is working hardships to the grain growers to the wheat belt of Kansas; therefore be it resolved, that the Board of Railroad Commissioners are hereby instructed to investigate and employ such measures as will compel the railroads operating from the wheat belt of Kansas to the Gulf of Mexico to give that section of the country as low freight rates on grain as are in force from any other section of the country, based on the tonnage of business and the actual cost of transportation.

Wichita, Kan.—J. C. Robb of the Board of Trade, J. S. McCauley, secy., and J. E. Howard of the Howard Mills, visited the state railroad commission Jan. 26 to advise the commission that the parity of rates obtained by the board thru its recent action before the Interstate Commerce Commission is satisfactory to the western Kansas grain belt. On their return the committee of three stated that "The decision in this case gives the Wichita gate-way a material freight rate advantage over that heretofore enjoyed. We were afraid that the further reduction in local rates contemplated by the board in its new Kansas

distance tariff would operate to reduce our advantages now enjoyed over Kansas City. The commission has assured us that if the reduction provided for in their tariff works a change in the present parity now enjoyed by the Kansas grain belt to the Wichita gate-way, they will forthwith take such further action before the Interstate Commerce Commission as will be necessary to maintain our present freight rate advantages."

Wichita, Kan.—I come to you fully realizing the fact that you have no space in your paper to "air" grievances but the last item under "Kansas Notes in your Jan. 25th issue being written with the aim to throw discredit upon me and not written with regard to the facts in the case I must insist upon enough space to give the correct version of the affair. At the time the sale in question was made I was managing the business here for The Bennett Commission Co., buying and selling upon my own judgment, making no effort or pretense to consult with Mr. Bennett as to the advisability of making a trade unless it was something wherein the Topeka Office might participate. This transaction, like the majority of the other trades, was wholly outside of its field, so it was handled the same as other such trades were handled, Mr. Bennett not being consulted about it beforehand, consequently he had no opportunity to express his desires to the contrary as he would have your readers believe. As for his not being informed of the sale he knows that at that time there was no pretense made to advise him of the transactions of this office except wherein the Topeka office might participate. He would have your readers believe that this transaction was concealed from him. The fact of the matter is that these contracts were entered upon the contract book in regular order and in the regular manner, such books being open to his inspection whenever he saw fit to visit the office. He did not visit this office between the middle of February and the first of June. Sometime after the latter date he was here and the books were gone over carefully and these particular contracts were called to his attention and an explanation of the facts made. This was something like six months before this suit in question was filed, yet he states that he had no intimation that any such sale had been made until called upon by an attorney. As for the merits of the case will say that according to all grain trade rules the people filing this suit have no case and they are quite likely to pay a big bill for experience by the time it is ended. They have simply tried to speculate at the expense of someone else and failed to get things stacked up just right before they began.—C. E. R. Winthrop.

KENTUCKY.

Owensboro, Ky.—The American Milling Co., of Philadelphia, Pa., will increase the capacity of its feed mill to 200 tons per 10 hours.

Hopkinsville, Kv.—H. C. Moore and associates have bot out the Monarch Grain Co. W. D. Stowe will be retained as manager.

Catlettsburg, Ky.—Mayor R. A. Field and Fred C. Becker have formed the Catlettsburg Feed & Produce Co. They will occupy a building with a railroad switch running directly into the grounds.

Louisville, Ky.—F. C. Dickson, vice pres. of the Kentucky Public Eltr. Co.,

was robbed on the street recently one night while on his way home. The two men who took his money were caught and identified.

Louisville, Ky.—J. A. Wathen, Sr., has brot suit against Hunt, Bridgeford & Co., charging that the concern is a bucket-shop and demanding the return of \$1,550 due him on an order to sell 25,000 bus. of corn.

Henderson, Ky.—A. Waller & Co., and the Henderson Eltr. Co. have brot suit against the L. & N. and the Illinois Central Railroads to recover \$46,000 damages for failure to furnish cars for shipments of grain from points in Indiana and Illinois and from their plants in this city to the southeast.

Lexington, Ky.—"A Little Feed Talk" is a clever pamphlet advertising the Blue Grass Commission Co., its business methods and feed products. Its reading matter is well calculated to inspire in feeders the confidence that should precede profitable sales, and can well be copied in plan by other distributors of feed to farmers, liverymen and out of town customers.

LOUISIANA.

New Orleans, La.—A claim of \$42,000 made by the J. Rosenbaum Grain Co. for grain damaged by the Frisco is being investigated by E. B. Boyd as referee. The loss and damage to grain in transit and at the Chalmette Eltr. is said to have occurred two years ago.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to Feb. 1 amounted to 4,428,156 bus. of wheat, 1,562,300 bus. of corn, no oats and no barley; compared with 3,669,575 bus. of wheat, 3,775,765 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley from Sept. 1 to Feb. 1, a year ago, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

New Orleans, La.—Among the committees appointed by Pres. H. B. Schriber of the Board of Trade, on Feb. 1, for the ensuing year, are: Grain—A. F. Leonhardt, Chairman; C. B. Fox, Henry Leverich, J. K. Segrave, C. B. Coate, George Gerdes, J. M. Rogers, C. M. Rodd, John T. Gibbons, Jr., F. P. Futvoye and R. J. Barr. Hay—Geo. B. Matthews, Jr., Chairman; John T. Gibbons, Jr., T. J. Stanton, A. F. Leonhardt, H. W. Benedict, Thos. J. McEvoy, J. S. Waterman.

Baton Rouge, La.—The enforcement of a reciprocal demurrage rule by the state railroad commission is requested by N. C. Williamson of Millican Station in a complaint which will test the power of the Commission to make reciprocal rules. Mr. Williamson gave the St. Louis, Iron Mountain & Southern Railroad notice that he wanted an empty car for the shipment of goods; posted \$5 with the road to secure the immediate delivery of this car. Under the rules of the Commission when this is done by a shipper the railroad is required to deliver the car within five days from the date of the receipt of the notice. Mr. Williamson avers that he did not receive his car until nine days after the five-day limit was up, making 14 days in all, and that the road has failed to return him his \$5 or to pay him the \$9 that they owe as demurrage, the rule of the Commission requiring that when a railroad fails to make the delivery of the car within five days it shall pay a fine of \$1 a day for each day that the car is not delivered, and shall return the \$5. If the car is delivered

within the five days the money goes towards paying for the car.

MARYLAND.

Baltimore, Md.—Robert Marye, a member of the Chamber of Commerce, died recently.

Baltimore, Md.—The Chamber of Commerce Committee appointed to appear before congressional committees in opposition to the federal grain inspection bills is composed of Chas. England, J. Collin Vincent, Louis Muller, Walter H. Kirwan and Hiram G. Dudley.

Baltimore, Md.—Baltimore interests had a hearing Feb. 6 before the senate committee on agriculture, in opposition to the McCumber bill. Mr. McCumber took up so much time that all were not heard and the representatives of the Chamber of Commerce asked for another hearing.

Baltimore, Md.—The report in the daily press that all bids for the new eltr. had been rejected by the B. & O. R. R. Co. proved false, for on Jan. 29 the company awarded a contract to Jas. Stewart & Co. for an eltr. of 250,000 bus. capacity to be erected at Mount Clare, of reinforced concrete and with an equipment of up-to-date machinery. It is to be ready for handling domestic grain by Aug. 1.

Baltimore, Md.—There is a decided difference in the condition of the corn received, some sections sending such good quality that a large percentage is now grading contract, while other localities can only supply the damp article which must be put through the drier. European buyers have discriminated sharply in favor of the dried corn, and in many instances do not care to purchase the natural corn at all, but buy freely the dried grain.—*Daily Produce Report.*

Baltimore, Md.—The directors of the Chamber of Commerce have chosen the following officers for the ensuing year: Chas. England, pres.; Chas. P. Blackburn, vice pres.; H. A. Wroth, secy.; Jas. B. Hessong, treas. and asst. secy.; John H. Gildea, Jr., E. F. Richards, Thomas C. Craft, Jr., A. F. Sidebotham and R. C. Wells, executive committee. Mr. Wroth has been secy. since 1903, and for 25 years was asst. secy. At a luncheon given by Blanchard Randall, the retiring pres., he was presented with a handsome silver fruit bowl as a token of appreciation of his services to the Chamber.

Baltimore, Md.—I notice an article in your issue of Jan. 25th, page 109, which reads in part as follows—"The operations of John R. Gray are said to be directly responsible for the failure of Richards & Hammond and Thos. H. Botts & Co. of Baltimore." This is a mistake so far as Richards & Hammond is concerned, as they were not interested in any way, shape or form in the operations of John R. Gray & Co. The firm of Richards & Hammond did not fail, but dissolved partnership May 31st, 1907. I continued in business for my own account and Mr. Harry Hammond formed a partnership with Mr. George B. Shaw under the firm name of Shaw & Hammond. This firm has a claim against Messrs. John R. Gray & Co., but they did not fail—E. F. Richards.

MICHIGAN.

Richville, Mich.—J. L. Ortner has bot the eltr. of Myer & Schultz.

Burr Oak, Mich.—B. F. Sheldon has bot the eltr. of Campbell & Co.

Onondaga, Mich.—Grove Baldwin, who was a grain, wool and stock buyer for years, died at home, Feb. 3, at the age of 91 years. He leaves a wife and four sons.

Grass Lake, Mich.—The Grass Lake Eltr. Co., recently incorporated, has bot the Grass Lake Flour Mill. The mill will be overhauled and put in operation at once.

Eagle, Mich.—The firm of Whitmore & Crell, who conducted the eltr. which was burned Dec. 10, have dissolved partnership, Mr. Whitmore retiring. Mr. Crell may rebuild.

Lansing, Mich.—At their semi-annual meeting here Jan. 22 the Michigan Millers Ass'n approved the uniform B/L before the Interstate Commerce Commission, suggested that millers offer prizes to farmers getting large yields of wheat and decided to hold the next annual meeting at Grand Rapids. The special committee on grain inspection reported in favor of the rules of the Detroit Board of Trade, except clause eight. R. T. French of Middleville was chosen pres.

Detroit, Mich.—The grain dealers have recently filed complaint with the railroad commission against the Grand Trunk road for exacting unearned elevation and switching charges, and for removing the inspection tracks to a remote point. Grain shipped to Detroit and put in the eltr. is subject to a charge for elevation, but a large proportion of the grain received is sold on track and does not go into the eltrs. at all. Thus shippers over all roads except the Grand Trunk save the elevation charges. The latter road, however, has for years exacted the charge for elevation, although the grain may never have been unloaded at all. The road also makes a charge for switching a car of grain to a point where it can be unloaded even on its own sidetracks, while other roads will place a car wherever the consignee wants it, free of charge. For instance, a Detroit broker receives a car of oats consigned from some point on the Grand Trunk road. A purchaser doing business on the west side of the city wants that car of oats, but finds that to get it where he can unload it he will have to pay the roads' arbitrary elevation charge and a charge for switching as well, making the car of oats cost him from \$5 to \$7 above the market price of the grain. For this reason grain received over the Grand Trunk road is sidestepped by buyers and the loss generally falls on the shipper.

MINNESOTA.

Vermillion, Minn.—J. J. Beissel will erect an eltr.

Canby, Minn.—The John Swenson Eltr. Co. is out of business.

Clontarf, Minn.—Ole Olson, buyer for the Cargill Eltr. Co., has resigned.

Eagle Bend, Minn.—Johnson, Bluhm & Co. have rented the eltr. of the Farmers Eltr. Co.

Louisburg, Minn.—Henry J. Hanson is the new grain buyer for the Northwestern Eltr. Co.

Holland, Minn.—The Farmers Co-operative Ass'n has been organized to buy or build an eltr.

Eyeota, Minn.—C. P. Russell & Son have succeeded G. W. Van Dusen & Co. in the grain business.

Truman, Minn.—Christ Eisenlohr has

succeeded Harry Fuller as agent of the Hubbard & Palmer Co.

Browns Valley, Minn.—The eltr. of Thomas Bailey & Son is about completed.

Spring Valley, Minn.—The flax fiber plant and 400 tons of straw were burned Jan. 24. Loss, \$3,000.

Duluth, Minn.—Ward Ames, Jr., of the Ames, Brooks Co., was married Jan. 23 to Miss Maud White.

Waubun, Minn.—The Commercial Club is trying to lease the eltr. of the Woodworth Eltr. Co. for one year.

Morton, Minn.—J. Farris, grain buyer for the Great Western Eltr. Co., has resigned. The eltr. will be closed.

Little Falls, Minn.—The merchants of this place have given T. F. Murphy free use of the warehouse in which to begin to buy wheat.

Eden Valley, Minn.—J. L. Werdin, a former grain buyer, is interested in the organization of a farmers co-operative eltr. company.

Evan, Minn.—The eltr. of the Sleepy Eye Milling Co. was burned Feb. 6, also 2,000 bus. of grain, some flour and one car of coal. Loss, \$4,000.

Wabasha, Minn.—The Wabasha Roller Mill Co. has installed electric power to run its eltr. and cleaners, to move cars and operate power shovels.

Swanville, Minn.—I have succeeded Geo. Williams as buyer at this place. I was formerly agent at Sleepy Eye, Minn. —B. F. Bernard, buyer, Monarch Eltr. Co.

Sherburn, Minn.—The organization of a farmers eltr. company was perfected recently. The new organization will be incorporated with a capital stock of \$25,000.

Duluth, Minn.—The state has perfected its appeal in its suit to revoke the charter of the Board of Trade, at the instigation of the Minnesota Farmers Exchange.

Duluth, Minn.—Tho the cost of making the additions to the building of the Board of Trade has been estimated at \$140,000 instead of \$100,000 as expected, the members on Jan. 29 decided to go ahead with the improvement.

Fulda, Minn.—John M. Dickson, engaged in the grain and coal business, was struck by a Southern Minnesota train Jan. 27, and killed. He was walking along the track, and being slightly deaf, did not hear the approaching train.

New Ulm, Minn.—Mayor Charles Silversen, head of the Eagle Roller Mill Co., was married Jan. 27, to Miss Katharine M. Taney at the home of the bride's parents. The couple left on the evening train for New York, from which port they will sail, Feb. 15, on a six months' honeymoon trip thru Europe.

Barnesville, Minn.—The Supreme Court of Minnesota on Jan. 3 affirmed the decision of the district court of Clay County in favor of the First National Bank of Barnesville and against the St. Anthony & Dakota Eltr. Co., in the suit by the bank against the eltr. company to recover the value of wheat bot by the company and upon which the bank held a chattel mortgage.

Duluth, Minn.—The Board of Trade has declared Belt Line Eltr. M and annex N at Superior, of the Globe Eltr. Co., regular under the rules. A. D. Thompson, who operates the Great Northern Eltr. at Superior, has given notice that the house will be operated under the Wisconsin law. Practically all

of the Superior eltrs. are to be regular under the rules of the Duluth Board.

St. Paul, Minn.—The annual report of the state grain inspection department shows the total amount of grain inspected during the past crop year to have been 223,873 cars, divided as follows: Spring and winter wheat, 149,303 cars; corn, 5,687 cars; oats, 16,683; rye, 3,136; barley, 19,529; flaxseed, 29,535. There was inspected out of store for the same period: Spring and winter wheat, 38,642 cars and 51,078,572 bushels into vessels; coarse grain (corn, oats, rye and barley), 11,331 cars; and 13,904,378 bushels into vessels; flaxseed, 3,098 cars and 20,676,549 bushels into vessels; a total out inspection of all kinds of grain of 53,071 cars and 85,659,499 bushels into vessels. The department received last year \$249,895.55 gross, and expended \$256,644.38, leaving a deficit of \$6,748.83. There was, however, a surplus of \$49,300.36 from the previous year so that the department was amply able to meet all expenses and still carry over a balance of \$42,246.83, all of which, except a few hundred dollars available for immediate small expense, is in the state treasury. Out of a total of 95,510 cars of spring wheat received at the terminals 17 1/4 per cent graded No. 1 hard, 32 1/5 per cent No. 1 northern, 21 4/5 per cent No. 2 northern, 14 3/5 per cent No. 3, 6 3/10 per cent No. 4, 2 3/5 per cent rejected and 5 1/4 per cent no grade. Of the 33,026 carloads of durum wheat received, 31 1/5 per cent graded No. 1, 40 4/5 per cent No. 2, 21 3/5 per cent No. 3, 3 1/5 per cent No. 4, and 3 1/5 per cent no grade.

OUR MINNEAPOLIS LETTER.

Fire which originated in the boiler room of the eltr. of J. H. Martin, caused a loss of \$600.

The demand for oats from the east has been running very light here for several weeks past.

P. M. Ingold has sold his interest in the McIntyre Ingold Co., and gone to Cuba for the winter.

Suits have been brot against the Traders Grain Co. by 6 creditors, alleging it maintained a bucket-shop.

The Northwestern Consolidated Milling Co. will soon let the contract for the construction of a 1,000,000-bu. eltr.

Ten tile tanks of about 250,000-bu. capacity have recently been added to the storage plant of the North Star Malting Co. by the Barnett & Record Co.

Judge Brooks on Feb. 8 enjoined W. S. Daggett from posting any quotations originating on the floor of the Chamber of Commerce. The court held the quotations to be private property.

There are inquiries in Minneapolis from a number of grain houses in Winnipeg and other points in Canada, calling for oats. There is also already a very active inquiry for seed oats from everywhere.

The Cataract Mill Eltr. has been raised by T. E. Ibberson, who will replace it with a new cribbed eltr. of 27,000 bus. capacity. Two legs, a cleaner, a 1,000-bu. hopper scale and power shovels will be installed.

The steel working eltr. of the North Star Malting Co. has recently been enlarged by O. W. Getchell and a full line of Prinz & Rau Mfg. Co. cleaners installed, also 3 Richardson's Automatic Scales and 3 9x24 Northway Feed Mills.

Operation began Feb. 1 at the new plant of the International Sugar Feed Co. built by the Macdonald Engineering

Co. The plant is of reinforced concrete and includes 57 storage tanks for grain and a molasses tank holding 125,000 gallons.

The case of J. W. Hoit was postponed for a month, the directors wishing to respect the desire of Mr. Hoit to settle with his creditors. It is said Mr. Hoit has been very successful in some land deals, but has been unable so far to realize on his earnings.

John A. Currie, for fifteen years a member of the Chamber of Commerce, and formerly engaged in the grain business, has been adjudged insane, and committed to the state hospital at Rochester. He now owns about 600 acres of land near Rushford.

The directors of the Chamber of Commerce recently at a special meeting decided to ask the chairmen of the congressional committees to grant representatives of the Chamber a hearing in opposition to the proposed legislation against trading in futures.

Franklin L. Greenleaf died Feb. 7, of pneumonia, after a week's illness. He was at one time sec'y of the Millers National Federation and for more than ten years sec'y of the Minnesota Millers Ass'n. At one time he was mgr. of the Minnesota & Dakota Eltr. Co.

The corn dealers are having a prosperous year. Contrary to usual run of things, Minneapolis dealers are supplying Minn., North & South Dak. and parts of Iowa as well as Wisconsin, from Nebraska and Kansas. Minneapolis is receiving corn from the state of Missouri, which has never before been possible.

The Crescent Eltr. of the Van Dusen-Harrington Co. is being overhauled and its working capacity doubled by T. E. Ibberson, who has installed 3 General Electric motors and an Inevitable Oat Clipper of 1,500 bus. per hr. capacity, also a packer for sacking dust and a dust collecting system will be installed.

Minneapolis does not seem to be interested in the threatened anti-option bills providing for federal inspection of grain. The members of the Chamber of Commerce believe that any of the proposed legislation would be so very obnoxious to farmers and buyers of grain that a vigorous protest would result in the early repeal of any bill interfering with existing grain trade methods.

Minneapolis has an enormous accumulation of barley, 3,047,000 bus., in store, growing out of the sales made last fall for winter delivery. This was during the panic and the dealers were offered enormous premiums over prompt shipment prices, so that the carrying charges were too tempting. Practically all the 3 million bushels are contracted and spoken for and there is none held by speculators. There is no barley being offered except the daily receipt.

James E. Gage died of heart disease Jan. 27 after a week's illness. Mr. Gage was born in New York in 1849, and began in the grain business with Miller & Ellsworth at Winona, Minn., at the age of 22. He was subsequently in the employ of the Northern Pacific Eltr. Co. in North Dakota. He joined the Chamber of Commerce and formed a partnership with Arthur C. Andrews under the name of Andrews & Gage. Mrs. Gage and two sons survive him.

The case of E. L. Welch Co. against Lahart Eltr. Co. in the circuit court, growing out of the Mohler failure, was

taken from the jury and decided in favor of the defendant on certain law points. It appears Mr. Mohler had wheat delivered him by Welch Co. which Mr. Mohler in turn delivered to Lahart. Lahart holds the wheat and refuses to pay Welch owing to money due him from Mr. Mohler which he wishes to treat as an offset. Court affirmed his action and the case will probably be appealed to the supreme court.

The new 90,000-bu. brick eltr. erected at North Town Junction for The Gould Eltr. Co., by S. H. Tromanhauser, has been completed and is now in operation. All exterior walls are arched inwardly and the walls of each bin are rodded independent of the rest of the building. The interior walls of the 32 bins are arched slightly inward. A 22-foot working story is under the bins and a distributing story above. The eltr. has 2 receiving and 2 shipping legs. All grain is weighed in over two track scales and out over two other track scales. Above the bins are two needle machines and below is an invincible cleaner. Ten General Electric Alternating Motors are used so any of the machinery can be run independent of the rest of the equipment.

MISSOURI.

Purdy, Mo.—The Rogers Milling Co. is rebuilding its eltr.

Chillicothe, Mo.—A. L. Young has bot the eltr. of Gunby & Jackson.

Armstrong, Mo.—The Glasgow Milling Co., of Glasgow, will erect an eltr. here.

Machens, Mo.—J. H. Machens has bot an Improved Hall Signaling Distributor.

St. Louis, Mo.—The Colonial Stock & Grain Co. has suspended, leaving hundreds of victims.

Independence, Mo.—The Waggoner-Gates Milling Co. will erect a 200,000-bu. concrete eltr.

Kansas City, Mo.—The Wm. T. Kemper Eltr. Co. has changed its name to the Kemper Mill & Eltr. Co.

St. Louis, Mo.—Members of the Merchants Exchange on Jan. 28 voted to endorse federal grain inspection.

Kansas City, Mo.—Application for membership in the Board of Trade has been made by E. Lowitz and Charles Kennedy.

St. Louis, Mo.—The Wabash Eltr. has elected the following officers: S. A. Whitehead, pres.; W. B. Anderson, vice pres., and Louis T. Hall, sec'y.

Charleston, Mo.—The O. F. Goodin Grain & Eltr. Co. is a new grain firm. Mr. Goodin will erect an eltr. as soon as a suitable site can be obtained.

St. Louis, Mo.—Mr. Churchill has been away from St. Louis for several months, and the Churchill Grain Co. is no longer in existence.—Slack-Fuller Grain Co.

Kansas City, Mo.—Evidence in Beall's suit against the Kansas City Board is soon to be heard. Beall was thrown out by the Board and wants \$43,000 damages.

Kansas City, Mo.—It is said that all grain inspection certificates issued between Jan. 8 and Nov. 1, 1907, are illegal, owing to the unlawful removal of Chief Inspector Tedford.

Kansas City, Mo.—V. M. Murphy, whose membership in the Board of Trade was recently sold, is not connected with the Murphy Grain Co., which is being conducted as usual by Wm. Murphy.

St. Joseph, Mo.—Thieves are making a practice here of boring holes into cars of grain and filling sacks to be loaded into wagons. For some time the police have been aware of the practice but have been unable to catch the thieves.

St. Louis, Mo.—Discrimination by the C., B. & Q. R. R. in favor of the Burlington and Rogers Eltrs. is alleged by the grain receivers. It is said the charge of \$2 for reconsignment and \$1 for switching is not collected at those houses.

South Cedar City, Jefferson City P. O., Mo.—The G. H. Dulle Milling Co., of Jefferson City, will make improvements and build an addition to its eltr. and will erect a 25,000-bu. eltr. at this station on the Katy railroad. The company will also enlarge its eltr. at Wooldrige.

St. Louis, Mo.—The directors of the Merchants Exchange at their meeting last week endorsed federal grain inspection by adopting the recommendation of its committee favoring "the enactment by the United States Congress of such laws as will place the inspection and weighing of grain under federal control, under such conditions as will insure uniformity of grading, so far as practicable, the preservation of the individuality of the interests of the various markets which have been built up by their own efforts and a square deal to all concerned."

St. Louis, Mo.—The Missouri Railroad Commission on Feb. 4 issued the following order: "All weighers at eltrs. are instructed to make weight certificates on all grain weighed and deliver the same in person to the proper representative of the elevator, and that no weigher shall attach his signature or stamp to any certificates until same is properly filled out and ready for delivery. Any violation of the above order must be reported by the chief weighmaster to the deputy chief inspector, who will in turn report to the board of railroad and warehouse commissioners for such action as they deem necessary."

St. Louis, Mo.—Geo. H. Morgan for the 44th consecutive year has been elected secy. of the Merchants Exchange. The following committees have been named: Grain—John L. Wright, chairman; T. B. Morton, W. T. Hill, F. W. Seele, T. R. Ballard, Maxwell Kennedy, W. K. Stanard. Contracts for Future Delivery—T. B. Morton, chairman; M. J. Connor, J. S. McClellan, F. C. Orthwein, J. O. Ballard. Special Committee of Appeals—William A. Gardner, chairman; H. W. Daub, T. H. Francis, Cary H. Bacon, F. D. Woodlock, John Ring, Chas. J. Quesnel. Department of Weights—Manning W. Cochrane, chairman; O. A. Davis, John J. Schulte, R. P. Annan, Jr., S. P. Jordan, W. A. Miller, James A. Connor.

MONTANA.

Helena, Mont.—Car service rules have been established by the Montana Railroad Commission effective Feb. 8. Forty-eight hours' free time is allowed for loading and unloading all commodities except coal, lumber and other bulky articles, for which 72 hours is allowed. Cars held for inspection, grading, etc., are subject to the demurrage charge, which is fixed at \$1 per car per day for five days and \$2 per day thereafter. Demurrage charges may be refunded when the agent of the carrier thinks this is fair, but the facts must be reported to the commission. There is no provision for reciprocal demurrage.

NEBRASKA.

Omaha, Neb.—Trading in futures was resumed on the floor of the Grain Exchange Jan. 30.

Randolph, Neb.—E. A. Bailey, agt. for the Atlas Co., has removed from Garretson, S. D., to this place.

Omaha, Neb.—E. J. McVann, secy. of the Grain Exchange, was called away recently by the death of his sister at Cedar Rapids, Ia.

Murray, Neb.—Murray Farmers Eltr. Co. recently incorporated, will erect an eltr. as soon as it is granted a site by the railroad company.

Torrington, Neb.—The Hayes-Eames Eltr. Co. of Lincoln will soon start the erection of an eltr. here. Joseph Emery will be the manager.

Nehawka, Neb.—The farmers of this place are talking of erecting an eltr. at this place and Heebners Siding (no P. O.) three miles west.

Ellis, Neb.—The Ellis Farmers Grain & Live Stock Co., incorporated, capital stock \$6,000. The company has bot the eltr. of the Wright, Leet Grain Co., for \$6,000.

Beatrice, Neb.—Extension of milling in transit privileges to Filley and Rockford on grain stopped at this city has been granted in a special order by the state railroad commission.

Geneva, Neb.—The proprietor of the Fairmont Mills at this place is organizing a stock company to build an eltr. adjoining the mill and will build a side track from the Burlington main line.

Omaha, Neb.—The Nye-Schneider-Fowler Co. has brot suit against the Galloway Flour & Eltr. Co. to recover \$1,418 on a shipment of wheat and \$668 on a consignment of oats sold the defendant.

Lincoln, Neb.—Federal grain inspection was indorsed by the co-operative farmers eltr. companies at their recent annual meeting here. Weighing by the federal government was also advocated in resolutions.

Arlington, Neb.—Ollie Roberts received a serious gash on his head recently by falling on the frozen ground. The neck yoke of his horses fell, causing the horses to run and Mr. Roberts jumped out of the rig.

Lincoln, Neb.—Senator C. A. Sibley of Lincoln County on Jan. 28 filed a complaint with the state railroad commission against the Burlington road, with a view to bringing about a reduction of 15 per cent in the rates on grain over all roads.

Omaha, Neb.—A national corn show for 1909 is being organized by the Commercial Club, which is obtaining subscriptions to a \$10,000 guarantee fund. The assistance of the National Corn Ass'n has been pledged by Prof. F. G. Holden of the Iowa Agri. College. The promoters have organized the National Show with the following officers: Prest, G. W. Wattles, vice-pres., H. H. Van Brunt, Council Bluffs; secy., T. F. Sturges; treas., C. F. McGrew; executive committee, H. H. Van Brunt and V. E. Bender, Council Bluffs; E. Buckingham and Bruce McCulloch, South Omaha; C. M. Wilhelm, E. J. McVann, Emil Brandeis, C. C. Rosewater, Fred Paffenrath, F. L. Haller and Rome Miller, Omaha.

NEW ENGLAND.

New Britain, Conn.—The Stanley Svea Grain & Coal Co. is installing a

freight lift in its new elevator and store-house building.

Westfield, Mass.—The Smith Feed Co., incorporated, capital stock \$5,000. Thaddeus Smith, pres. and treas., and Raymond C. Hodge, clerk.

East Boston, Mass.—The hay and grain depot of Louis Canner was burned Jan. 22. Loss, \$7,000. The building contained 10 cars of hay, three of straw and a large quantity of grain.

Boston, Mass.—The following officers were elected by the Chamber of Commerce Jan. 21: Pres., Bernard J. Rothwell; vice-pres., James J. Storrow; second vice-pres., B. J. Farnsworth. Directors—James H. Knowles, J. J. Wall, G. W. Eddy, Frederick Toppin.

NEW JERSEY.

Rutherford, N. J.—The buildings and contents of the Williams Coal & Grain Co. were burned Jan. 22. Loss, \$50,000.

NEW MEXICO.

Texico, N. M.—J. F. Towns, of Georgetown, Tex., will erect a large grain eltr. and flour mill here.

NEW YORK.

New York, N. Y.—John Sinclair, a member of the Produce Exchange, died recently, aged 68 years.

Earlville, N. Y.—The General Flour & Feed Co., of Syracuse, has bot the feed stores of H. C. Allen at this place and Georgetown Station.

Syracuse, N. Y.—The New York Hay Dealers Ass'n held a special meeting at this city Jan. 21 with about 50 present, to talk over market conditions.

Buffalo, N. Y.—The Union Eltr. Co., recently incorporated, has been renamed the Globe Eltr. Co. M. P. Ryley is pres.; John R. Bryning, vice-pres.; and Jas. B. Devine, secy.-treas.

New York, N. Y.—Application for membership in the New York Produce Exchange has been made by Reuben G. Chandler of Chicago. Members who recently resigned from the Produce Exchange are Harry L. Day, Frank M. Turnbull, George F. Johnson and Abraham L. Koch.

Brooklyn, N. Y.—Bernard McCaffrey died of heart failure Jan. 22, at the age of 81 years. He was pres. of the Fulton Grain & Milling Co. In 1846 he founded the firm, now B. McCaffrey & Son, one of the largest hay and feed companies in Brooklyn. He leaves two daughters, a son and thirteen grandchildren.

BUFFALO LETTER.

Grain coming in on track for inspection runs pretty unevenly just now, though the average is pretty good.

On the second hearing by the State Public Service Commission the Kelloggs did not appear and the case against the N. Y. Central was thrown out.

Buffalo has at least eight active feed mills, most of them doing a car transfer business at the same time and some of them are doing a very paying business.

For a season as dull in the wheat trade as this has been the winter cargoes here have been taken to elevator faster than was expected, but the weather has now taken a hand in it and if any more cargoes are moved it will cost a lot of ice cutting.

The Corn Exchange seems to have run up against an unusual number of people in the grain business who do not

agree with their views of what is an honorable transaction, for the "posted" list is a pretty long one and appears to be growing.

The plans are out for a drier in the Electric Eltr. in the harbor, which could have been used to advantage of late if it had been ready. It will be built alongside and receive the grain from a spout. The capacity will be 7,000 bushels of wet grain or 20,000 bushels of grain out of condition.

The receipts of Kansas wheat by car have been a little larger of late and if the spring wheat prices continue strong there will be a good demand for Kansas by millers here before spring, as it is not so much the price of Northwestern spring wheat that is against it as it is the impossibility of getting a lot that has not been more or less frosted.

The Anderson Eltr. Co. has been formed to take up the Baxter Eltr. on the Canadian end of the International Bridge at Bridgeburg, just opposite Buffalo. The owners are H. G. Anderson, an old Buffalo grain dealer, and his son-in-law, J. C. Strickland, who will be the manager of the business. Grain can be transferred in the eltr. for shipment here, if the identity is not lost, but it cannot be ground.

At the hearing in Albany on the application of the Buffalo, Rochester & Eastern Railroad for a franchise, George E. Pierce, traffic manager of the Kellogg Eltrs., said that at one time there were 125 boats tied up here with grain cargoes from five to 25 days, waiting for transportation facilities. This traffic had now so largely been diverted from here that the loss to the state he estimated at 20,000,000 tons of freight annually. He said that Buffalo had an investment of \$7,500,000 in elevators, now handling about 150,000,000 bushels, but with a capacity of six times that amount.—J. C.

NORTH DAKOTA.

Eastedge, N. D.—A. G. Morrow is manager of the Farmers Eltr. Co.'s eltr. Kramer, N. D.—The Farmers Eltr. Co. has increased its capital stock from \$5,000 to \$10,000.

Sarles, N. D.—The eltr. of the Acme Grain Co. and 8,000 bus. grain was burned Jan. 29. Loss, \$20,000.

Hecker, N. D.—At Logan, the siding south on the Soo Line, is a good opening for a new eltr.—Postmaster.

Barney, N. D.—A farmers elevator company has been organized here by F. W. Becker, J. L. Rehmart, J. Fettes and others.

Barlow, N. D.—The Federal Eltr. Co. and the Acme Grain Co. have had their houses closed since Sept. 1, 1907.—O. B. Tansan.

Argusville, N. D.—William Veitch, agt. of the Interstate Grain Co., was married Feb. 5 to Miss Florence McLean at the home of the bride.

Towner, N. D.—The eltr. of R. A. Fox Eltr. Co. was badly damaged by fire Jan. 28. About 5,000 bus. of grain was scorched. Loss, 2,500; insured.

Ames Sta., Mayville P. O., N. D.—Ames has only one eltr., operated and owned by Fingar Enger, a wealthy farmer living in Steele County.—Geo. N. Tausan.

The North Dakota law requiring certificates of weight and inspection to be posted in the eltr. where the grain was loaded has been upheld, and the deci-

sion of Judge Pollock sustaining the law is given in another column of the Journal, this number.

Crosby, N. D.—Fred C. Norton, grain buyer for the McGlenn Eltr. Co., is charged with having embezzled his employers' funds and forged checks to the amount of \$13,000. He left a letter at Kenmare confessing the frauds, and is believed to have fled to Canada.

Harvey, N. D.—Glen Miller, the eltr. agent who is charged with embezzlement, as reported in this column Jan. 25, has been arraigned before Judge Wartner to appear before the district court. Daniel Bich, the farmer who is alleged to have aided in the swindle, also was held for trial and released on \$1,000 bonds. He has agreed to a stipulated judgment in the two damage suits brot by the eltr. proprietors, making the amount about \$3,000.

OHIO.

Rockford, O.—Raymond P. Lipe is scooping at this station.—Behymer Bros.

Darnell, St. Paris P. O., O.—Martin Bull is interested in forming a company to erect an eltr.

Dallas, Urbana P. O., O.—Irvin Evilizer has bot one-half interest in the grain eltr. of Woodcock & Geron.

Cleveland, O.—Frank Teagle, formerly director of the Union Eltr. Co., died at his home in this city Jan. 19.

Reedsburg, O.—W. W. Kaufman, who contemplated engaging in the grain business and was negotiating for a location, died Jan. 5.

A letter to the seed and grain dealers of Ohio on the proposed seed law follows "Seeds" column in this number of the Journal.

Dayton, O.—Jas. R. Gebhart, of Jas. R. Gebhart & Son, died at the home of his son-in-law, Judge O. B. Brown, Jan. 28. He was 92 years old.

No one can tell whether seed is a medium or mammoth clover, or a mixture, and the pure seed bill introduced in the legislature should be defeated.

Cincinnati, O.—The Semler Milling Co. has failed. Liabilities, \$100,000. The company has been embarrassed for several years thru heavy losses by fire.

Columbus, O.—A bill is before the legislature to enlarge the powers of the state railroad commission in the establishment of thru rates and to compel prompt payment of claims. The bill was prepared by Walter B. Moore of Dayton.

Canal Fulton, O.—The Pioneer Cereal Co.'s plant at Akron, which was burned, will be rebuilt at this place. There was 25,000 bus. of grain stored in the eltr. which was burned. The building and equipment will cost about \$25,000. The company will have the plant completed by next fall.

Columbus, O.—A class of 25 representative farmers from every corn producing section of the state has been taking a short course of one week at the Ohio State University in the study of corn judging. Professor J. W. McCord was expert in charge for the Ohio Grain Dealers Ass'n, which is co-operating with the university.

Portsmouth, O.—Harry S. Grimes gave a dinner recently to his fellow members of the city council who are about to retire from office. Pres. Grimes expressed his appreciation of the courtesy which has characterized his relations

with the council while vice mayor. It was 1 o'clock when the last toast was drunk to Pres. Grimes.

Marion, O.—The annual meeting of the Middle Ohio Grain Dealers Ass'n, Jan. 22, was attended by about 40 dealers, and was brimming over with enthusiasm. A banquet was enjoyed at the noon hour. Officers chosen for the ensuing year are H. O. Barnhouse of Raymond, pres.; F. H. Owen, vice-pres., and C. B. Jenkins, secy-treas.

Cincinnati, O.—In his annual report, W. A. Bennett, the retiring pres. of the Chamber of Commerce, said: "The total rentals for 1907 aggregated \$41,880.30, compared with \$49,603.79 of the preceding year. When the Board of Directors was elected last year the indebtedness of the Chamber was in call loans to the amount of \$15,000 and other unpaid obligations amounting to \$1,500. All of this was paid off during the year of 1907, and we have the pleasure of stating that at this day we are out of debt; in fact, we owe nothing save our mortgage loan of \$125,000, with a comfortable balance in the treasury and an assured income that will exceed our expenses."

Enon, O.—In the Journal of Jan. 25 I see S. A. Muff denies doing a scooping business at this place, saying he has a building at this place. I can make affidavit that he never had one here. He borrowed the use of the Erie office. He was not in the business first, for we shipped 8 cars before he started. He says he has been twice wrongfully accused on the same charge. Very singular that both men left his employ to go into the business and returned to him after quitting. Why did he pay 50c for 69 lbs. of corn here when he was paying only 45c for 72 lbs. at New Carlisle? He says my name should have been Smart, instead of Strong. His name should have been Bluff instead of Muff. His browbeating bluff did not work, so he is SORE.—Tranchant & Finnell, per Milton Strong.

TOLEDO LETTER.

A new 150-bbl. flour mill is being installed by George W. Wagoner at Toledo.

Moffatt, O.—The large eltrs. of the H. W. Devore & Co. burned Feb. 6. The loss is about \$10,000.

Findlay, O.—A load of corn drawn to the McManness Mills this week, by a single team of horses, weighed 7,200 pounds.

Findlay, O.—The Ohio Hay & Grain Co. has removed to its new location, and is now enjoying much better railway connections. The storage capacity has been much increased, being now about 200 carloads of hay. Negotiations are under way looking to a purchase of the property, in which case other large improvements will be made.—S.

OKLAHOMA

Muskogee, Okla.—The State Grain Co. has gone out of business.

Guthrie, Okla.—The state senate on Feb. 5 passed the anti-bucketshop law, modeled after the Texas act.

Marlow, Okla.—The corn sheds of the Yukon Mill & Eltr. Co. with 10,000 bus. of corn were burned Feb. 4.

Uncas, Okla.—J. E. Cathcart and D. D. Cottrell have succeeded the Cathcart & Cottrell Grain Co. of Newkirk, Okla.

Gage, Okla.—The scoopers here are

Robert J. Bishop, A. J. Garrison and the Gage Warehouse Co.—C. B. Cozart.

Sayre, Okla.—Minority stockholders of the Sayre Mill & Eltr. Co. have asked for a receiver. The officials of the company expect to defeat the action.

Chickasha, Okla.—J. E. Farrington has bot lots near his warehouse and will erect a large eltr. on the Frisco tracks. He will erect in the spring a retail house.

Oklahoma City, Okla.—The Lybrand-Evans Mill & Feed Co., incorporated, capital stock \$15,000; incorporators, W. E. Seaman, of this place, A. L. Evans, of Noblesville, Ind., and Lucius Lybrand, of Terre Haute, Ind.

Hooker, Okla.—The local farmers union has organized a company with a capital stock of \$30,000, to establish a lumber and coal yard. A mill and eltr. will be added later. C. A. Calvert, pres.; W. R. D. Smith, sec'y and manager; John Shields, treas.

Guthrie, Okla.—The Oklahoma Millers Ass'n will be represented at the hearing by the state corporation commission Mar. 3 on the new schedule of grain rates. The new schedule was considered at a recent all-day session of the millers at which 5 members were delegated to prepare a counter-schedule requesting lower rates.

OREGON.

Portland, Ore.—Exports of wheat from this port during January were 2,000,000 bus.

Downings Landing, Rainier P. O., Ore.—The farmers at this place are considering the erection of an eltr.

Pendleton, Ore.—E. W. McComas, grain buyer, recovered judgment recently for \$233 against F. L. McCrea in payment of grain sacks used by the latter in harvesting his crop in 1906.

Athena, Ore.—Interchange of grain cars between the Northern Pacific and O. R. & N. is to be forced by court proceedings to be begun by District Atty. Phelps at the suggestion of the railroad commission.

Portland, Ore.—There is a very great need here for a place where the produce and grain merchants can get together and talk over market conditions and see what prices are to rule that day according to supply and demand. The Board of Trade has rented apartments in the new Commercial Club building and will have ground floor quarters. It is the present intention to have tables, around which the various trade representatives will meet and talk over business every day. For years there has been a great demand for uniform wheat quotations in this market—the largest on the Pacific coast—and we intend to install a place for the representatives of that trade as soon as we move into the new quarters.—T. S. Townsend, pres. of the Board of Trade.



PENNSYLVANIA.

Frackville, Pa.—Haupt Bros. have started the erection of an eltr. They will have a lumber and coal yard at the same place.

Philadelphia, Pa.—The McCormick Wheat Co., of Dover, has been incorporated with \$100,000 capital, by S. K. Patterson, F. Olney McCormick and Adolph Obenland, all of Philadelphia.

Philadelphia, Pa.—Conditions were very bad with me the last three months

R

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of 1907 and I was forced to quit owing a number of bills, which I trust it may be in my power some day to pay. I am now working on a salary.—D. J. Sullivan.

PHILADELPHIA LETTER.

The inland waterway system for the transporting of grain when railroads are congested is being boomed here by every one.

The exports for January show 320,006 barrels of flour, 2,644,049 bushels of wheat, and 124,283 bushels of corn. The receipts were 303,801 barrels of flour; wheat, 1,156,967 bushels; corn, 371,772; oats, 444,486 bushels; hay, 9,537. Export increase, flour 196,630 barrels, wheat 1,065,249 bushels.

The Lehigh Company has ordered 50 barges built with a capacity each of 150 tons to bring coal here from the mines and take return loads of grain, hay and straw, flour and feed when needed. Instead of mules and horses along the towpaths, an electrical motor system is being installed.

Candidates are already looming up for the vacancy in the office of secy. of the Commercial Exchange and all things being equal the position, which carries a salary of \$2,300 with it, will be given the preference to the Exchange membership, though the directors will not be hasty in choosing the successor.

The six directors elected by the Commercial Exchange were former Pres. James L. King, John J. Felin, Walter E. Hagar and E. H. Price, whose terms just expired, and William J. Koch and Charles T. Fox. The new president, James Hancock, announced all of the standing committees for the year, and a number of the veterans like S. C. Woolman, William McAleer and James B. Canby were given prominent recognition. The grain inspection department, presided over by William J. Duffy, made incoming grain inspections during the year of 27,006 cars on track, and 314,636 bushels afloat. Outward inspections totaled 21,392,644 bushels to vessels, and 186,500 bushels into cars.—S. R. E.

SOUTH DAKOTA.

Bristol, S. D.—Erick Larson has succeeded the Farmers Grain House Co.

Winfred, S. D.—T. R. Bennett will take charge of the eltr. of the Harrington Grain Co.

Estelline, S. D.—A 30,000-bu. eltr. on the C. & N. W. for the Atlas Eltr. Co. has been erected by T. E. Ibberson.

Kidder, S. D.—The farmers are organizing to buy or build an eltr. at this place.—T. D. Klinck, agt. Truax-Aitken Grain Co.

Twin Brooks, S. D.—A fight is on among the eltrs. here. Prices are 5 to 7 cents above the market, attracting grain for 30 miles.

Naples, S. D.—W. R. Hyde of La Crosse, Wis., has a new 25,000-bu. eltr. here on the C., M. & St. P. R. R. built by L. O. Hickok.

Norden, S. D.—A 30,000-bu. eltr. for Abraham & Schultz Co., and a 40,000-bu. eltr. for Hewitt & Conner Co. has been erected here by L. O. Hickok.

Badger Sta. P. O., Mitchell, S. D.—A 40,000-bu. eltr. for Hewitt & Conner Co., a 40,000-bu. for John Widenknopf, headquart-ers Badger, has been built by L. O. Hickok.

Bridgewater, S. D.—The farmers on Jan. 28 voted to erect an eltr. and chose

James N. Smith chairman. Others interested are Wm. Kressman, Julius Jensen and Will Quinn.

Pierre, S. D.—Milo Billings was formerly at Chokio, Minn., with the National Eltr. Co. The eltr. at that place is now closed, and he is now with G. W. Van Dusen & Co.—Mrs. Billings.

Sinai, S. D.—A 40,000-bu. eltr. for Hewitt & Conner Co., a 30,000-bu. eltr. for the Abraham & Schultz Co., and a 25,000-bu. eltr. for H. Hogenson & Co., have been erected by L. O. Hickok.

Aberdeen, S. D.—James McCone and J. J. Kennedy, of the M. T. Shepardon Co., of Sioux City, Ia., will open a branch office here. Mr. Kennedy will be in charge and will move his family here.

Stark Siding, S. D. (no P. O.)—A 25,000-bu. elevator for the Sun Prairie Eltr. Co. and a 20,000-bu. eltr. for Holse & Lueth Grain Co., of Spencer, S. D., have recently been completed by L. O. Hickok.

Willow Lake, S. D.—The Farmers Eltr. Co., recently incorporated, by David Olsen, August Batien, John Mudhenke, J. I. Spilde and E. I. Underwood, will buy the eltr. of the Northwestern Eltr. Co. for \$6,500.

Nunda, S. D.—A 40,000-bu. eltr. for Hewitt & Conner Co., of Arlington, has been built on the South Dakota Central by L. O. Hickok; also a 30,000-bu. eltr. for the Abraham & Schultz Co., of Wentworth, and a 30,000-bu. eltr. for the Snyder Eltr. Co., of Colman.

Bridgewater, S. D.—Eugene C. Scott, found guilty of embezzlement by a jury, of \$1,600 from the Bridgewater Mfg. Co., was sentenced to one year in the house of correction by Judge Braze. Leniency was shown when he proved that the difference in his accounts with the firm had been settled by him.—Slits.

Mitchell, S. D.—While attending the state poultry show recently A. H. Betts was relieved of a handsome diamond for a short time in a very unusual manner. He was sauntering admiringly along between the rows of coops and stopped to gaze at a Buff Orpington, as he is very fond of this particular breed of fowl. In order to give vent to his admiration he endeavored to pat the chicken upon the head. Like a flash it nipped at his diamond ring and soon had the diamond deposited in its craw. Copious doses of water were given to the fowl but it failed to emit. Soon, however, it died and a little veterinary work restored the diamond to its owner.

SOUTH EAST.

Jackson, Miss.—Laws to prohibit speculation in futures and to close bucket-shops were recommended by Governor Noel Feb. 4 in his message to the legislature.

Maxton, N. C.—J. W. Carter has bot the branch house of the Adams Grain & Provision Co. Hubert Ramsaur, the manager, and his assistant, Grover Collins, will go to Fayetteville, where they will open another house for the company.

Jackson, Miss.—The Boddie anti-bucket-shop bill was passed by the Mississippi house Jan. 25 by a vote of 102 to 5. Fine and imprisonment are the penalties for violation of the act. It is said legitimate exchanges will not be molested.

Atlanta, Ga.—The officers of the Atlanta Grain Dealers Ass'n who served

last year and have been re-elected this year are pres., A. P. Morgan; 1st vice-pres., Joseph Gregg; 2nd vice-pres., W. S. Duncan; secy.-treas., A. C. Woolley; asst. secy., Ed. E. Smith.—Joseph Gregg.

Richmond, Va.—The Supreme Court of Virginia has declared Rule 1 of the Corporation Commission's car service regulations to be unconstitutional where it applies to freight destined for points outside the state, because it conflicts with the commerce clause of the constitution of the United States.

TENNESSEE.

Memphis, Tenn.—We have succeeded T. B. Jones & Co.—Jones & Rogers.

Memphis, Tenn.—Connel & Morris have filed a petition in bankruptcy. Liabilities, \$5,232; assets, \$4,000. The firm is composed of Allen P. Connel and W. H. Morris.

Memphis, Tenn.—Mr. Patteson of Patteson & Niswonger has gone to Omaha and opened an office, but the firm will continue to operate the Union Eltr. as a public house.

Memphis, Tenn.—John Wade & Son's new eltr. is under roof and will be in operation by Mar. 10. With Fred Friedline as architect and engineer they are building a warehouse 50x100 ft., with trussed roof and cement floor.

Memphis, Tenn.—The Roberts & Hamner Grain Co., incorporated, capital stock \$25,000; incorporators, A. C. Roberts, G. J. Hamner, C. T. McCraw, J. T. Cox and E. F. Webber. The company will deal in grain and feed.

Pulaski, Tenn.—The Pulaski Grain & Milling Co. has been formed, and is a consolidation of J. B. Abernathy & Co. of Riverside, Tenn., with the Pulaski Cotton & Grain Co. The corn mill will be enlarged. J. B. Abernathy is manager.

Memphis, Tenn.—The Stephenson-Taylor Grain Co., incorporated, capital stock \$10,000. The company will do a general grain and mill feed business with offices in the Porter bldg. J. J. Stephenson, pres.; Thomas J. Taylor, Jr., secy. and treas.

Memphis, Tenn.—The Merchants Exchange has elected the following officers: Pres., John Myers; vice-pres., S. T. Pease; directors, L. M. Stratton, V. L. Rogers, J. E. Maury, Hugh Hump, L. D. Falls, Phil Pidgeon, C. M. Drew, W. W. Simmons.

Memphis, Tenn.—The Patton-Hartfield Co. has taken Mr. Cook into partnership, and the firm name will be Patton, Hartfield & Co. The latter has been with the firm for many years. Mr. Hartfield expects to open an office at Omaha. Mr. Patton spends much of his time at Jackson, Miss.

Memphis, Tenn.—Webb & Maury are installing a large Day Dust Collector and getting their Riverside Eltr. ready for a rush of spring business. Davis & Andrews Co. have had plans prepared for installing power shovels and car pullers at their eltr. McCord & Horton are arranging to install some additional machinery at their Merchants Eltr., which was formerly owned and operated by Patton-Hartfield Co.—Fred Friedline.

TEXAS.

Houston, Tex.—Ed. Kennedy of Grand Forks, N. D., will erect an eltr. to cost \$50,000; it is said.

Fort Worth, Tex.—The arbitration

committee of the Texas Grain Dealers Ass'n on Jan. 29 finished two days' sessions, after having disposed of several very large claims.

El Paso, Tex.—Sidney Brimmer is building a grain warehouse, with a trackage right on the E. P. & S. W. It will be 50x120 ft., frame two stories high and will cost \$2,000.

Lufkin, Tex.—W. H. Bonner and J. M. Phares have organized a wholesale grain company, the Bonner Grain Co. J. M. Phares, formerly connected with the East Texas Grain Co., will have charge of the business.

Every Texas dealer should do everything in his power to encourage farmers to plant a large acreage of spring oats. As our crop is marketed so much earlier than any other section it should command a good premium.—H. B. Dorsey.

Galveston, Tex.—Exports from Galveston from Sept. 1 to Feb. 1 were 7,147,380 bus. of wheat and 3,967,791 bus. of corn; compared with 8,336,993 bus. of wheat and 2,250,121 bus. of corn for the same period of 1906, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Austin, Tex.—Acting on the representation by Secy. H. B. Dorsey the state railroad commission made a ruling recently changing the \$2 stop charge to apply to the inbound shipment when offered for out shipment, and on Dec. 17 the Commission ruled that all shipments originating prior to Oct. 3, will have to be shipped out on the old rule which must pay on each outbound shipment, but that on shipments of corn and oats originating since Oct. 3, the \$2 stop charge will apply on the inbound shipment when shipped out of storing point.

Beaumont, Tex.—The grain eltr., feed mill and warehouse of the Josey-Miller Grain Co. was burned Jan. 19, at 10 o'clock p. m. The building was iron-clad on a wooden frame. The warehouse was two stories and the eltr. three. The building belonged to the Kirby Lumber Co. Three cars, belonging to the Santa Fe and the Southern Pacific, were destroyed. The loss on the building was \$10,000, on the stock \$15,000, and on the cars of grain \$7,000. The insurance on the building was \$4,000; insurance on machinery and contents, \$19,000. The company will rebuild as soon as it can secure a further lease on the ground or other grounds. It has leased the mill of the old Beaumont Rice Mill Co. and has ordered a complete line of machinery for a milling plant and expects to be in operation in a few days. The new mill will have a capacity of 500 bbls. a day and will cost about \$40,000. A new warehouse and eltr. will be built adjoining the mill.

Fort Worth, Tex.—H. B. Dorsey, secy. of the Texas Grain Dealers Ass'n, has obtained a ruling of the state railroad commission on the question "If a shipper should order a car for shipment of any commodity to any specific point and deposits his requisite \$2 as a guarantee of good faith, as required by the order, and his customer should cancel the order for the car of goods, then will the shipper be forced to loose his earnest money, the \$2, or will he be permitted to load the car to some other point?" In the opinion of the Commission, the shipper would be permitted to load the car to some other point. Item (c) of rule 1 of said circular provides that the \$2 deposit shall be forfeited only when the car is *not loaded*. Therefore, if the car

is used, although it may not be for the destination originally intended, the \$2 deposit should be refunded. If any foxy agent tries to work a shipper by demanding excessive deposits Mr. Dorsey will be glad to hear of it and will take it up with the general manager of the road.

WASHINGTON.

Condon, Wash., is making claims as the biggest primary market, figuring its receipts as 1,300,000 bus. this season.

Spokane, Wash.—The Spokane & Inland Empire System has cut the rate on oats from 60 to 50 cents per 100 lbs., effective Feb. 15, to Minneapolis.

Tacoma, Wash.—Just 22 hours were required by the stevedores to load 250,800 bus. of sacked wheat into the bark R. C. Rickmers, which sailed for St. Vincent Feb. 1.

Spokane, Wash.—The Inland Threshers' Ass'n at its recent convention favored the shipment of grain in bulk because the grower will receive 1½ to 2 cents per bu. more than when shipped in sacks.

Puyallup, Wash.—Nearly 100 hop growers met here Feb. 1 and perfected a state organization. It was agreed to cut down the acreage 30 per cent this year if agreeable to the Oregon and California growers.

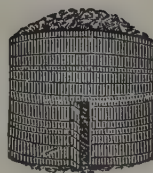
La Crosse, Wash.—The La Crosse Grain Co., incorporated, capital stock \$25,000; incorporators, E. E. Zarina, J. S. Schrock, M. M. Johnson, O. W. Pollard and T. H. Shobe. The company will handle grain and other farm products.

Olympia, Wash.—The Superior Court on Jan. 29 granted the O. R. & N. Co. a dismissal of the suit brot by the road to enjoin the state railroad commission from enforcing its joint wheat rate order, leaving the question to the Federal court.

Dayton, Wash.—Corbett Bros. have installed an electric motor in their warehouse to be used in elevating loose grain into the cars and are already shipping grain in bulk. The grain is cut out of the bags and elevated loose into the cars. The last two weeks ten carloads have been shipped from Huntsville by this firm to Chicago. All of these bags cost the farmer ten cents each and the extra expense of sacking while threshing. It takes extra labor to cut this grain out of the sacks again and somebody has to pay for the labor and this expense must also come indirectly from the producer.

Tekoa, Wash.—Campbell-Sanford-Henley Co., of Portland, has leased the entire warehouse system of the Pacific Grain Co. for three years. The system is composed of three large warehouses at this place, two at Elberton, one each at Garfield, Farmington and Lowell. J. S. Woods, manager of the company, says: With the increased capacity which our firm will now have, we will be able to handle all kinds of crops. F. T. Geer of the Pacific Grain Co. said: Our firm finds it more convenient to buy at Portland, rather than maintain warehouses scattered all over the country. The company will continue to operate the dock at Portland, where it has a capacity of 25,000 tons or 700,000 bus. of wheat.

Walla Walla, Wash.—At a meeting of the Farmers Co-operative and Educational Union, Feb. 1, contracts were signed for 1,398,358 Calcutta grain sacks at a price of 7½¢ delivered. This is 3½¢



CORN CRIB

Sizes, 400 to 1,000 bushels. Cheap and handy. Can be set up in ten minutes. We also manufacture Steel Grain Bins, Wire Field and Lawn Fence, etc.

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Cedar Rapids, Iowa

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Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

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West Jackson Boul.
CHICAGO, ILL.



**\$1.00
Saved
Per Week** Per Horse-Power

5hp
**"1905"
Cyclone**



Saves **one-half** the power required to drive the fan.

Manufactured Exclusively by

The Knickerbocker Co.
JACKSON, MICHIGAN

less than the price prevailing for the same sacks last year and 19½c less than last year's price of the state prison. The sacks will be furnished by Kerr, Gifford & Co. Wheat growers have been sorely disappointed at the methods of selling sacks made at the state prison. Altho 10 per cent of the purchase price had to be paid, the state delayed delivery, to the annoyance and expense of the growers, and the farmers are correspondingly elated at their successful negotiations with responsible private firms. The growers are glad to get relief from the red tape and inefficiency which seems to surround government service.

WISCONSIN.

Superior, Wis.—The Republic Eltr. Co. has practically decided to rebuild its burned eltr.

Milwaukee, Wis.—The Chamber of Commerce on Jan. 27 resumed the posting of the Minneapolis continuous grain quotations.

Oakfield, Wis.—The eltr. of the Oakfield Grain Co. was burned recently. About 10,000 bus. of grain was stored in it. Loss, \$8,000; insured.

Milwaukee, Wis.—Joint tariffs effective Feb. 24 have been issued by all the Milwaukee-Chicago roads, making the same rates east as across the lake lines.

Wausau, Wis.—P. Gebart, pres. of the Northern Milling Co., has had plans prepared for the erection of a brick or reinforced concrete eltr. Bids will be received in the spring.

Superior, Wis.—The Globe Eltr. Co. has paid to the city treasurer \$2,571.50 for tax on grain assessed against it on May 1 last year, following the decision of the court that the tax is legal.

Bloomer, Wis.—Our eltr. at this place was burned last summer, and we sold the site to Wm. Stelter & Sons. We understand that they will build an eltr. in the near future.—New Richmond Roller Mills Co., New Richmond.

Milwaukee, Wis.—Application for membership in the Chamber of Commerce has been made by Walter G. Souders, William Ross Wilson, A. G. Laubenstein, a malster of Hartford, Wis., W. H. Goodall and Milton D. Marlett.

Waukesha, Wis.—The eltr. of the Globe Eltr. Co., which was owned by James I. Brimmer, was burned Jan. 28. Loss, \$30,000; insurance on the building, \$12,000; on grain, \$14,500. The house contained 30,000 to 50,000 bus. of grain. The eltr. was built about ten years ago.

Superior, Wis.—The biggest day's work of the Wisconsin inspection department was on Jan. 27 when 45 cars were sampled and graded. Requests for Wisconsin inspection of wheat are increasing. The revenues of the department are swelled now by the inspection and weighing up of the grain in store in the eltrs.

MILWAUKEE LETTER.

Memberships in the C. of C. are selling at \$175.

As a fitting tribute to the memory of Pres. McKinley, E. G. Hadden, of speculative fame, distributed carnations to all members on Jan. 29th, Carnation Day.

C. H. Smith has taken charge of the eastern shipping dept. for the Franke Grain Co., succeeding Wm. Sears. He was formerly connected with the Smith Grain & Feed Co.

It is announced by the Western Transit Co. that E. J. McClintock will take care of the Milwaukee business of the com-

pany and fill the position of J. C. McClintock, deceased.

The gripe epidemic has been giving the members of the C. of C. a bad chase of late and several have been brot down by the plague, among whom are W. E. Waugh, Vice-Pres. of the Chamber, J. M. Riebs and E. P. Bacon.

The Trans. Com'te of the C. of C. has recommended that the Brd. of Directors file a complaint with the Interstate Commerce Commission against the Illinois Central Railway for refusing to reinstate rates on wheat and other grain from stations on that Railway in Iowa, Minnesota and So. Dakota to Milwaukee, which were cancelled last August.

Covering a period from Jan. 1st, 1908, to Feb. 1st, 1908, receipts at this market are shown by the following figures: wheat 689,000 bu., corn 427,000 bu., oats 822,400 bu., barley 1,665,600 bu. and rye 153,600 bu., while shipments during the same period amounted to 371,973 bu. of wheat 262,496 bu. corn, 590,731 bu. oats, 716,931 bu. barley and 135,650 bu. rye.

An instrument designed to do away with the regulation sounder and by means of which the operator is enabled to read the message directly from the relay without the interposition of the sounder on the telegraph instrument, is the accomplishment of A. J. Meyer, one of the commission merchants in the C. of C. The invention has been put to severe tests by the Associated Press and has been pronounced successful.

The possibility of some relief being obtained through the filing of complaint with the Wisconsin R. R. Com. against the Wis. Car Service Ass'n, arising from the change made some time ago in the car service rules, is great, according to the action taken by the R. R. Co.'s, who have notified the R. R. Com. that they will take the subject up with the C. of C. and a decision of the case should be withheld pending the outcome.

The demand for grain, oats and feed during the past few weeks has increased considerably and with prolonged cold weather the demand can be expected to continue. The situation east is good, there being a better general demand for supplies. Choice dry corn is being sought by interior dealers and the lower grades are taken at a discount. Owing to the Chicago market being slightly under Milwaukee, this market has been out of line to a certain extent, the range being between 1 and 3c, but conditions are showing a change.—Slits.

It is time that this free seed deal was put to sleep, but since Congress voted another appropriation for it, the seeds must be distributed.—Windom, Minn., *Citizen*.

Rumsey & Co. have a letter from their correspondent in New England in which the writer states that more cattle have been killed there this Winter than for several years past owing to the high price of feed.

The appropriations committee of Congress, which so strongly urged economy, neglected a splendid opportunity to practice that virtue when it approved the squandering of money on the free seed graft this year.

Gifts of worthless seeds at public expense only serve to draw attention to the failure of Congressmen to deliver the legislation looked for by farmers. A warm support of Roosevelt's politics will gain a Congressman more friends than tons of free seeds.

North Dakota Law Requiring Elevators to Post Weight and Inspection Upheld.

Chapter 113 of the laws of 1907, entitled an act requiring elevator companies transacting business in North Dakota to return certificates of inspection and weighmaster's certificate of weight to the local buyer, is declared constitutional by the Supreme Court of North Dakota in the suit by the state to enforce the new law against the Minneapolis & Northern Elevator Co.

Judge Fisk of the Supreme Court said "The act does not contravene section 61 of the state constitution, which requires that no bill shall embrace more than one subject, which shall be expressed in its title. The subject or object of the act is to furnish information to the public of the facts which such official certificates will impart, and the provisions of section 2, requiring local agents to post such certificates in their elevators, are germane to the provisions of section 1, and hence to the subject embraced in the title of the act."

"Appellants contention that the law is void because it attempts to make acts or omissions committed in a foreign state a crime in this state is not sustained. The conditions on which foreign corporations are permitted to do business in this state are within the legitimate power of the state to prescribe, and defendant corporation, having been authorized to transact business in this state, is amenable to its laws enacted under its police powers to the same extent as its citizens."

Two suits were brot by the state against the same defendant. The foregoing is the decision given last month in the case involving a shipment to Duluth, where certificates of weight and inspection are given. In the other case, involving a shipment to Anoka, the Supreme Court holds that the law does not apply, there being no provision for official weighing and grading at that point.

"As alleged in the information, the shipment was made to and the grain sold at Anoka, in the state of Minnesota, and that under the law of that state providing for the official inspection or weighing of grain no provision is made for the official inspecting or weighing of grain at said place. Following the construction of chapter 113, laws of 1907, adopted in the recent case above referred to, we hold that the facts alleged in the information do not state a public offense under said act. The judgment is therefore reversed and the district court is directed to dismiss the action."

"How beautiful is the waving wheat," she cried, "rising and falling in the wind." "Ah yes," said he, "but you should see it rising and fallin' in the pit."

In a suit by the Manitowoc Seed Co., of Manitowoc, Wis., to recover the value of 213 bus. of seed peas grown by Geo. Stahl under contract it was decided by the circuit court recently that the peas were not the property of the company, which had made a claim for \$1,300.

The proposed seed bill now before the Ohio legislature would force dealers to guarantee seed to be either medium or mammoth. This is almost an impossibility for reasons obvious to those posted in the seed business. There is no need for such a law, for the complaints from this source hardly averages one a year in Toledo.—E. L. Southworth.

Notice to Buyer Under Kanass Landlord's Lien Law.

The Kansas statute gives the landlord a lien on the crops of his tenant for the payment of the rent. The lien may be enforced against the crop after it has passed into the hands of a purchaser with notice of the lien, wherever it can be identified by a proceeding against such purchaser to recover the value of the crop purchased to the extent of the unpaid rent and damages.

To charge a purchaser with notice of a lien actual notice is not necessary. A person cannot be a bona fide purchaser who has brought to his attention facts which should have put him upon inquiry, an inquiry which, if pursued with due diligence, would have led to a knowledge of the lien.

The decision of the Supreme Court of Kansas given Dec. 7, 1907, imposes on the buyer the duty to exercise the greatest care when any knowledge of the lien can be imputed to him. In this case the buyer, Henry Stadel, actually had no knowledge of the lien of the landlord, E. B. Mangum; and Judge Gephart of the district court of Jackson County, decided in favor of the buyer. Mr. Stadel never met the tenant, M. C. Cooney, until the day he came to sell the \$117 worth of corn and made no inquiry where he lived, yet the Supreme Court reversed the lower court because a witness had testified Stadel said "that was the first time he had ever seen Mr. Cooney to know his name or where he lived."

Chief Justice Johnson said: "The statute gives a remedy against a purchaser with notice, and it follows that the lien is not enforceable against one who purchases in good faith and without notice. Bad faith in the purchaser cannot be presumed. Stadel was not required to show his good faith, and the burden of showing that the purchase was made with notice, of the lien was upon the plaintiff. Did plaintiff offer testimony tending to show notice of the lien or notice of facts which would naturally arouse suspicion and excite inquiry reasonably leading to a knowledge of the lien? Such a notice is equivalent to actual knowledge. While plaintiff's testimony tending to prove notice was meager, it was sufficient to take the question to the jury.

"The testimony fairly implied that Stadel then knew that Cooney lived on plaintiff's land, and this knowledge should have provoked inquiry as to whether the relation of landlord and tenant existed between plaintiff and Cooney, and whether the rent had been paid. 'When a person purchases grain from a tenant, either on or some distance from the leased premises, with knowledge of the relation of landlord and tenant, or of the facts which should have prompted inquiry as to the existence of a lien in favor of the landlord on crops grown on the leased land, he cannot escape liability to the landlord.' Stadel v. Aikins, supra. Enough was brought out in the testimony to give rise to the inference that the duty of inquiry was placed upon Stadel, and testimony sufficient to require inquiry is sufficient testimony of notice. Where the testimony is sufficient to warrant the drawing of an inference upon the question of notice, it belongs to the jury alone to draw that inference, and to determine whether the purchaser is chargeable with notice."

The Supreme Court has granted the landlord a new trial.—92 Pac. 1093.

Sacking from Floor by Machine.

A portable apparatus for taking grain from a heap on the floor and filling it into sacks is shown in the engravings herewith. The entire arrangement moves automatically toward the body of grain, of which it is designed to make a clean sweep.

The grain is fed into the boot of the short elevator by a conveyor, shown in Fig. 2, having right and left hand screws inclosed in a box having an india rubber wiper, 39, which prevents grain from passing beneath the body of the machine.

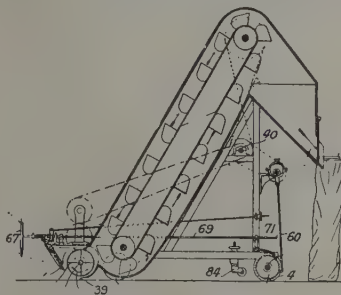


Fig. 1—Side Section of Sacking Machine.

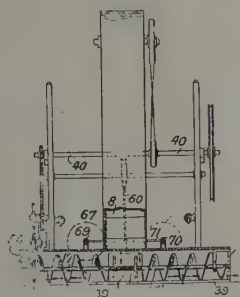


Fig. 2—Conveyor of Sacking Machine.

The conveyor flights terminate in a vane that throws the grain to the boot of the elevator.

The elevator buckets discharge into a hopper having one or more outlets provided with ordinary sackholders, as in Fig. 1.

The movement of the apparatus toward the bulk of grain is controlled by a pair of plates, 67, carried by a pair of spring-pressed rods, 69, and bearing against the grain pile. When the pressure on these plates falls below a certain amount a cross-rod, 71, is withdrawn from the pawl, 60, turning a ratchet-wheel mounted on the shaft of the driving wheels, 4.

To move the apparatus from one place to another four casters, 84, are depressed to raise the wiper and wheels off the floor. Power for the main shaft, 40, is taken from a rope running along the entire length of the granary. For this invention British patent No. 14,579 has been granted to F. Griffiths and J. Hutton of Burton-on-Trent, Staffordshire, Eng.

South Africa as an exporter of Indian corn has not been considered a factor, but several cargoes have been landed recently at Antwerp by the Union Castle Line. Several shipments are on the way from the Dark Continent. All corners of the earth are being ransacked by Europe to get corn cheaper than in America.

Mac Bride Coal & Coke Co.

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GENUINE POCAHONTAS AND NEW RIVER
SMOKELESS COAL
Also Pennsylvania, West Virginia, Ohio, Indiana and Illinois Coal. Foundry, Furnace, Crushed and Gas House Coke.
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You Will Not

be compelled to file claims for shortages if your cars are equipped with

The Kennedy Car Liner

It positively prevents leakage of grain in transit. Further information cheerfully furnished if desired.

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Shelbyville, Indiana

HERE IT IS!



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One that won't slip when oiled. Starts machinery without jar or jolt.

The machinist who installs this clutch doesn't need to wonder whether it will take hold or not. HE KNOWS. This clutch is a positive drive at a practical price.

\$10 to \$30

Thirty days' trial to convince you.

The Standard Clutch Mfg. Co.

Successors to

Standard Mfg. Co.

SIDNEY, OHIO

Supreme Court Decisions

Landlord's Lien.—To charge a purchaser of a crop grown on rented land with notice of a landlord's lien actual knowledge of the lien is not necessary.—*Mangum v. Stadel*. Supreme Court of Kansas. 92 Pac. 1093.

Monopolies.—The prevention of competition in business is an act injurious to trade; and hence, where two or more persons conspire to that end, they are, under the express provisions of Pen. Code, Sec. 168, subd. 6, guilty of a misdemeanor.—*Spencer Kellogg v. Geo. F. Sowerby*, Pres. Western Elevating Ass'n of Buffalo, Court of Appeals of New York. 83 N. E. 47.

Indorsement of Shipper's Order B/L.—Where a B/L issued in the usual form by a railroad company, consigning the shipment to the shipper's order, with directions to notify another, has on its back an indorsement, "Deliver to A." signed by the consignee, such indorsement is a valid and sufficient assignment of the B/L to A.—*Allen, McIntosh & Co. v. Farmers & Traders Nat. Bank*. Supreme Court of Georgia. 59 S. E. 813.

Amount of Damages for Injury by Marine Leg.—Where plaintiff's legs were crushed and mangled by being drawn into the leg of an elevator, so that he suffered injuries confining him to the hospital for months, and after employing many doctors he still suffered and was crippled for life, a verdict for \$20,000 was not excessive.—*Lynch v. American Linseed Co.* Supreme Court of New York, Appellate Division. 107 N. Y. Supp. 458.

Employer Liable for Neglect to Guard Marine Leg.—In an action for injuries to a servant from being drawn into the leg of an elevator, evidence that certain devices, which could have been easily provided, would have been a considerable protection, is sufficient to sustain a finding that defendant was negligent in failing to provide such devices.—*Lynch v. American Linseed Co.* Supreme Court of New York, Appellate Division. 107 N. Y. Supp. 458.

Telegraf Co. Liable for Delay.—For a breach of its contract to transmit a message over its lines a telegraf company is liable for such damages as may reasonably be supposed to have been within the contemplation of both parties at the time the contract was made, and such damages being dependent upon the knowledge of the parties at the time, proof thereof by evidence of facts and circumstances additional to such as are disclosed by the message itself is admissible.—*Smith v. Western Union Tel. Co.* Supreme Court of Nebraska. 114 N. W. 288.

Right to Sue Arbitrator.—Where a submission by partners to arbitration also transferred all the partnership assets to the arbitrators as trustees, to divide the proceeds between the partners as their interests might appear on settlement, and the trustees made a settlement and placed a certain sum in the hands of one of them who had been chosen as umpire, to be paid to plaintiff, plaintiff was entitled to maintain an ordinary action against such arbitrator to recover the money.—*Hegan v. Beckley*. Court of Appeals of Kentucky. 105 S. W. 969.

Notice of Landlord's Lien.—In an action of a landlord to recover from a purchaser of a crop grown upon rented premises and subject to a lien, the value of such crop to the extent of the unpaid rent, the burden of showing that the purchase was made with notice of the lien rests upon the plaintiff. If the purchaser has knowledge of facts which naturally excite inquiry, and one that reasonably leads to a knowledge of the lien, it is his duty

to inquire, and testimony sufficient to require inquiry is testimony of notice.—*Mangum v. Stadel*. Supreme Court of Kansas. 92 Pac. 1093.

Arbitration.—Vacation of Award.—Where, after a submission to arbitration, each party had stated his case to the arbitrator and agreed to furnish the arbitrator any additional evidence called for, and the arbitrator wrote a letter calling for additional facts, sending a copy to each of the parties, and requesting each to furnish the other with a copy of his answers, failure of one of them to furnish the other with such a copy, where his answers were not variant from the position disclosed to the arbitrator in the beginning, was not ground to set aside an award in his favor.—*Campbell v. Walker*. Court of Appeals of Kentucky. 105 S. W. 959.

Claims of Customers of Bucket-shop.—In the settlement of the estate of an insolvent corporation engaged in conducting a bucket shop, receiving money from customers which it purported to invest in stock deals, but did not, in fact, so invest, a customer may prove his claim for the amount paid to the company, regardless of the purported transaction as on a rescission, or at his option, where the transaction as reported to him by the company showed a profit, and no collusion is shown, for the amount thus shown to be due him and which he could have recovered in an action at law.—*Weiss v. Haight & Freese Co.* U. S. Circuit Court, Massachusetts. 156 Federal 877.

Conspiracy to Prevent Competition.—In an action by grain elevator owners against certain railroads and an association of other grain elevator owners for damages caused by an alleged conspiracy by them to prevent plaintiffs from competing with others in their line of business, evidence that the railroads made the contracts with the association, whereby they were to discriminate against those elevator owners not members of the association, in the belief that plaintiffs would come into the association and would not be prejudiced, is admissible, since, in order to render defendants liable for a conspiracy, they must have contemplated discriminating against plaintiffs at the time they entered into the agreement.—*Spencer Kellogg v. Geo. F. Sowerby*, Pres. Western Elevating Ass'n of Buffalo, Court of Appeals of New York. 83 N. E. 47.

Sale of Unhusked Corn.—Representations of Vendor.—In an action where a party seeks to recoup for deceit practiced in the sale of unhusked corn, where there is testimony that the vendor had knowledge and experience which enabled him to determine the quantity of corn in the field, and that the vendee, who was without knowledge or experience in that respect, relied on representations and assurances of the vendor fraudulently made that there was a certain quantity of corn in the field, and the sale was made on that basis for a certain price per bushel, and it turned out upon measurement, that there was less than one-third of the stated quantity, held, that the representations of the vendor were more than mere expressions of opinion and belief, and whether they constituted a fraud on the vendee was a question of fact for the jury.—*Abmeyer v. First Nat. Bank of Horton*. Supreme Court of Kansas. 92 Pac. 1109.

Interest in bird life because of its economic value grows apace with very gratifying rapidity. Among the latest evidences of it is the distribution of the pheasant by the farmers of Colorado. This is only following the example set some time ago by the farmers of Illinois and Kansas, who had discovered that the pheasant is a relentless and remarkably diligent enemy of the insects which devastate the grain and the fruit, and of the worms which prey upon the roots and the bodies of plants.—*Saturday Evening Post*.

Judgment Against Telegraf Co. for Delay.

Otis M. Smith, grain shipper at York, Neb., has recovered \$550 damages against the Western Union Telegraf Co. for delay in transmitting a message. On appeal from the district court of York County the judgment has recently been affirmed by the Supreme Court of Nebraska.

Mr. Smith gave the operator the following message: "Accept 93 cents, 10,000 bus. No. 2 hard wheat," addressed to a St. Louis firm, in cipher. The message was handed the operator shortly before 8 o'clock and he negligently delayed sending it for several hours. In the meantime the market price of wheat fell 5½ cents.

The telegraf company relied for its defense upon the rule of law that "Where two parties have made a contract which one of them has broken, the damages which the other party ought to receive in respect of such breach of contract should be such as may fairly and reasonably be considered either arising naturally, i. e., according to the usual course of things, from such breach of contract itself, or such as may reasonably be supposed to have been in the contemplation of both parties at the time they made the contract, as the probable result of the breach of it."

The Supreme Court, however, held that "It is equally well established by the authorities, or some of them, and deduced with logical necessity from principle and analogy, that knowledge of purport or purpose and of the nature of the loss or injury that will probably result from delay or error in transmission may be imparted to the company, so as to fix upon it a liability for substantial damages, as well by circumstances as by formal or explicit notice, or by the language of the message itself, and in the former case the fact, if it be one, that the message is wholly or partly cryptogram, is immaterial, except in so far as it may serve as an item of evidence for the proof or disproof of knowledge." 27 Am. & Eng. Encyclopedia of Law (2d Ed.) p. 1063, and cases cited in note. This doctrine was fully adopted by this court in *Western Union Telegraph Company v. Church*, 3 Neb. (Unof.) 22, 90 N. W. 878, a case in some of its features not unlike the one.—14 N. W. 288.

Unloading Constitutes Acceptance—Time to Report Shortages.

Texas Grain & Elevator Co., Plaintiff,
vs.
Hughston Bros., Defendant.

In the above styled cause pending adjustment by the Arbitration Committee of the Texas Grain Dealers Ass'n, we the Committee, find in favor of the Texas Grain & Elevator Co. in the sum of \$12.00, being the amount of difference in freight.

In our opinion the Texas Grain & Elevator Co. waived their right to claim damage for worthless and unmerchantable choppers, by reason of not having reported same before unloading and also waived the right to claim shortage for 16 sacks by not reporting same promptly. Claim for drayage on return choppers is also refused.

It is therefore ordered that the defendant pay to Texas Grain & Elevator Co. the amount of this award, \$12.00, at Fort Worth, Tex., and the Secretary is instructed to return to Plaintiff their deposit fee in this case.

J. P. Harrison,
C. L. Moss.

E. R. Kolp dissents to the above decision as to the shortage, claiming that it was reported in a reasonable time.
E. R. Kolp.

Seller to Pay Local Rate to "Track" Point.

R. C. Cox
vs.
The Paddock-Hodge Co.

On Aug. 11, 1906, R. C. Cox sold to the Paddock-Hodge Co., 15,000 bus. No. 2 white corn 54½c, track Toledo, half cent deduction if it graded No. 3 white. The term "track Toledo" or any other point involves the payment by the seller of the local rate as charged according to railroad tariff, the shipper being entitled to original paid freight bill if he so desires. The proportion of thru rate on what is known as thru billing has no bearing on the case. We therefore decide that the local rate to Toledo should be charged to shipper and paid by him.

A. G. Tyng,
Abel Brooks,
J. P. Woolford,

Arbitration Comite Illinois Grain Dealers Ass'n.

Turning Down Overdraft Does Not Justify Cancellation of Contract.

S. W. Bowne Co., New York, N. Y.
vs.
Finch & McComb, Indianapolis, Ind.

Contract dated Indianapolis, Ind., July 17th, 1907, Finch & McComb sell to S. W. Bowne Co., 15,000 bus. No. 3 white oats or better at 41½c track New York, New York Inspection and weights, Shipment August 1907, via any one road excluding the Baltimore and Ohio R. R. Oats not grading to be taken by buyers at market difference on day of arrival. Payment by sellers after deducting customary margin, at sight on buyers with documents attached as customary.

There seems to be no controversy as to the terms of contract.

On August 23d, 1907, Finch & McComb shipped one car oats, car No. 98,639, containing according to their invoice 53,440 lbs. oats (or 1,670 bus.) to apply on this contract. Against this shipment they made a draft on S. W. Bowne Co. for \$600. S. W. Bowne Co. claimed it was an overdraft and this claim appears to be correct. The draft was returned unpaid, and for this reason Messrs. Finch & McComb declined to fill the contract, and S. W. Bowne & Co. therefore bot the oats elsewhere to fill the contract at 56c track New York, making a difference of \$2,175, which amount was charged to Finch & McComb by S. W. Bowne Co., and is the amount now claimed by S. W. Bowne Co. against Messrs. Finch & McComb.

The defendants claim that Rule No. 20 of the Grain Dealers National Ass'n Trade Rules was violated by the plaintiffs, and on this account they had the right to cancel arbitrarily the sale. If it should be admitted that Rule No. 20 had been violated, then Rule No. 22—providing for margin on drafts—was also violated, and one would be an offset by the other. However, it does not appear that the letter of the rule was violated, as the defendants were notified by the plaintiff by mail that draft was excessive, and so far as shown no effort was made by defendants to present a draft for a proper amount.

The contract expressly states—"Payment by sellers draft allowing customary margin" and inasmuch as a proper draft was not made it was not incumbent on plaintiff to pay it.

The contract was not made subject to National Trade Rules, and these rules can not consistently be insisted upon at any date later than contract, but even if they were absolutely agreed upon by both parties, the mere technical claim that defendants were not properly notified by telegraph cannot be set up as a valid reason for declining to complete the contract.

It does not appear that defendants were harmed in any way by the failure of plaintiff to pay the draft referred to. The decision of the Committee is that the claim of S. W. Bowne Co. vs. Finch & McComb for the amount of \$2,175.00 is a valid one and judgment is hereby rendered in favor of S. W. Bowne Co., the plaintiff in the case; the cost of arbitration to be paid by the defendant.

(Signed) H. S. Grimes, Chairman.
C. C. Miles,
E. M. Wasmuth,

Committee on Arbitration Grain Dealers National Ass'n.
Jan. 30, '08.

Buyer Not to Wait to Buy in Defaulted Contract.

Texas Grain & Elevator Co., Plaintiff,
vs.

H. C. Farrington, Defendant.
Farrington sold to the Texas Grain & Elevator Co. a car of wheat on Sept. 2 @ 95c f. o. b. Chillicothe, the wheat to be on a basis of No. 2 red milling quality destination weights and grades to govern settlement. Farrington shipped a car of wheat on this contract to Hico following instructions of the Texas Grain & Elevator Co., and sufficient evidence has been offered to convince the Committee that the car was not of contract grade.

It was the duty of the shipper to furnish another car of wheat of contract grade. This, however, he positively declined to do. The plaintiff's plain duty in this case was, then to have bought in this car of wheat for the shippers account instead of waiting until later and buying on a higher market. The Committee finds that the market on No. 2 red wheat f. o. b. Texas Common points on Oct. 23th was \$1.04 and since the seller confirmed about 1,000 bus. on the sale and shipped 57,600 lbs., we take this weight as a basis of settlement and award plaintiff 9½c per bushel, amounting to \$91.20. It is therefore ordered that defendant pay to the Texas Grain & Elevator Co., \$91.20, and the Secretary is instructed to return to the plaintiff their deposit fee in this case.

J. P. Harrison,
C. L. Moss,
T. G. Moore,

Arbitration Comite Texas Grain Dealers Ass'n.

Buyer Has Right to Extend Contract.

R. E. Robey Grain Co., Plaintiff,
vs.
Smith Bros. Grain Co., Defendant.

Robey sold to Smith by phone 4 cars of corn on June 1, 1907, two cars for immediate shipment the other 2 for shipment "about the middle of next week." Robey confirmed the sale on this basis, but Smith made his confirmation read "prompt (10 days) shipment," thru error. Robey took advantage of the extra time Smith's confirmation allowed him and shipped the last 2 cars of corn after the expiration of the time specified in his confirmation, but before the time specified in Smith's confirmation had expired; whereupon Smith declined to accept these cars and Robey sold them for Smith's account, sustaining a loss of \$94.28.

The question for the Committee to decide in this case is whether the buyer has the right to extend the life of a contract, which is really what Smith's action amounted to, when he made his confirmation read "prompt (10 days) shipment," instead of shipment "about the middle of next week," and since all grain trade rules gives the buyer this right, we are clearly of the opinion that the plaintiff in this case acted within his rights, and accordingly award them a judgment for the amount claimed, \$94.28, Smith agreeing that the sale of these two cars of corn was made at full market price. It is therefore ordered that defendant pay the amount of this award \$94.28, to plaintiff R. E. Robey Grain Co., at Oklahoma City, Okla., and the Secy. is instructed to return to plaintiff its deposit fee in this case.

J. P. Harrison,
C. L. Moss,
T. G. Moore,

Arbitration Comite Texas Grain Dealers Ass'n.

Corn shrinks about 1 per cent per month. It will take two years to thoroughly dry some of the 1907 crop.—E. W. Wagner.

Grain Futures are not Options. They are contracts to be filled in the future. There is nothing optional about them except the day of delivery. The seller has the privilege of delivering any business day during the month specified. May wheat means the seller can deliver any business day during May. He must fill his contract then by shipping in or covering on the market. Dealers should be careful and talk about futures, not options.—C. A. King & Co.

KANT SLIP Car Mover

Address: P. H. JACOBUS, Millstadt, Ill.

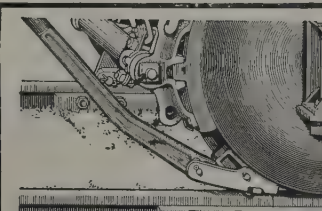


THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.



THE NO-SLIP CAR MOVER

Patented April 16th, 1907. Manufactured by C.

THE NO-SLIP CAR MOVER WORKS, New Madison, Ohio

The best and most powerful car mover made. Try one on 6 days' trial and you will never use anything else. Price, \$5.00.



The National City Bank OF CHICAGO

The Temple, S. W. Cor. La Salle and Monroe Sts.
CHICAGO

Capital \$1,500,000. Surplus, \$300,000
Approved by Chicago Board of Trade
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We are prepared to give the most prompt, careful and courteous personal attention to our customers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Firms and Individuals.

—DAVID R. FORGAN, Pres.

DIRECTORS: ALFRED L. BAKER, of Alfred L. Baker & Co.; AMBROSE GRAMER, Trustee Henry J. Willing Estate; EDWARD G. CARRY, Vice Pres. American Car & Foundry Co.; E. G. EBERHART, Vice Pres. and Gen'l Mgr. Mishawaka Woolen Mfg. Co., Mishawaka, Ind.; A. B. DICK, Pres. A. B. Dick Co.; STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres. F. F. PEABODY, of Cluett, Peabody & Co.; JOSEPH SCHAFFNER, of Hart, Schaffner & Marx; JOHN E. WILDER, of Wilder & Co.

OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice President; H. E. OTTE, Cashier; L. H. GRIMME, Assistant Cashier, F. A. CRANDALL, Assistant Cashier.

Supply Trade

L. Buege, grain elevator builder of Minneapolis, has moved his office to commodious quarters at 322 Fourth Ave. South.

The Midland Machinery Co., of Minneapolis, Minn., has suspended and T. K. Webster of Chicago is buying claims against the company for 40 cents on the dollar.

C. M. Seckner of The Seckner Co. will leave the United States in June for Kent, England, where he has a contract for building a mill and concrete storage tanks.

All of the patents, patterns, drawings, good will and other effects of the business of G. H. Rich, patentee of the Rich Grain grader and Rich cleaners, has been purchased by the S. Howes Co.

B. F. Gump Co. lately purchased a large quantity of machinery from S. Krug who dismantled the old McReynolds eltr., Chicago. The machinery was modern, had been well kept and by overhauling and rebuilding it has made it serviceable for all elevator purposes.

Fairbanks, Morse & Co. have rented a five story warehouse along the Burlington tracks and will move their stock of machinery, engines, etc., into it about April 30, at which time they will move their general offices to the new building being erected for them at Wabash Ave. and Eldridge Court.

L. O. Hickok, the well known designer, engineer and contractor at Minneapolis, has taken his son into partnership with him. The style of the firm is now L. O. Hickok & Son. The new firm will continue the old business of Mr. Hickok in building grain elevators and general construction work in wood, brick, or concrete.

The salesman who gets business by making people suspicious of his competitor's line is educating his own trade to quibble and find fault and pare down profits. The best salesman is enthusiastic in showing the prospective buyer how to make money or find enjoyment in what he is selling and has no time to disparage his competitors.—Mahin's Messenger.

The purchaser of a power plant can keep and use the plant with knowledge of its defects and rely upon the warranty for protection, where the seller installed the power plant under express warranty as to fuel economy in its use, etc., is the recent decision of the Supreme Court of New York in the suit by Leonard Ames against the Norwich Light Co., reported in 106 N. Y. Supp. 952.

The Trans-Mississippi Grain Co., of Omaha, Nebr., has given the Richardson Scale Co. a repeat order for automatic scales which calls for ten machines for weighing grain in its elevators at the following stations: Arthur, Iowa; Soldier, Iowa; Inland, Nebr.; Meadowville, Nebr.; Petersburg, Nebr.; Bristow, Nebr.; Spencer, Nebr.; Fairfax, S. D.; Calaway, Nebr.; St. Edwards, Nebr.

At a special meeting held in Pittsburg Jan. 22 the Riter-Conley Mfg. Co. accepted resignations of W. C. Coffin, v. p.; R. A. McKean, gen'l mgr.; John S. Craig, sec'y-treas.; and H. M. Wilson,

purchasing agent. J. G. Fletcher was elected vice-pres., W. L. Jack treas., J. Riter sec'y, F. Wulfetang purchasing agent and F. R. Sites asst.-treas. H. A. Carpenter, the pres. of the company, will assume the duties of general manager.

Fred Friedline finds that at the present time prices and delivery of materials are very satisfactory to those contemplating building. Mechanics are plentiful and willing to do a good day's work at reasonable wages. "On a contract for an 80,000-bu. elevator at Memphis, Tenn., we laid 200 yds. of concrete and placed 200,000 ft. of lumber in 18 working days," says Mr. Friedline. "We have been busy all fall and winter and believe the prospects are good for the coming season."

In order to manufacture solid woven cotton belting more quickly and have it closer to the consumer than the eastern manufacturers when it is made, the Atlas Belting Company has installed six looms at its factory in Buchanan, Mich., and the company is now weaving three hundred feet of cotton belting per day. A detailed description of this belting was made in the May 10 issue of the Journal. The belting when completed consists of two solid woven belts cemented together under a severe tension which gives life and flexibility to the belt.

A little booklet containing 52 pages, 45 illustrations, with a neatly embossed cover has just been issued and distributed among the friends and patrons of The Barnett & Record Co. Each illustration shows some elevator, brewery, malt or stock house or some plant which has been designed and built by the company. It is a very interesting pamphlet and concretely puts between two covers so the eye can see, just what this company has done. In the preface the company expresses an appreciation for past business and trusts its services entitles it to favorable consideration in future building transactions.

McLeod Bros. report they have sold Automatic Scales to the following parties recently: Illinois.—F. Supple, Gilum; C. A. Dryer, Champaign; Wm. Murray, Seymour; J. B. Walton & Sons,

Champaign; Mt. Pulaski Grain Co., Mt. Pulaski; F. Yates, Rantoul; B. C. Beach & Co., Champaign. Kansas.—B. F. Reichenberger, Purcell; Strong Grain & Coal Co., Conway Springs; Samuelson & Co., Robinson. Nebraska.—Burruss & Town, Belvidere; Louis E. Mann, Osmond; Missouri.—M. J. Travis, Kansas City. Wisconsin.—Walter Brothers, Menasha. Ohio.—Dr. Harter Medicine Co., Dayton. Indiana.—C. M. Kerlin & Co., Delphi; Bargerville Eltr. Co., Bargerville.

Monitor Combined Corn and Grain Cleaner.

About two years ago the Huntley Mfg. Co. recognized the need of a machine which could be both used for cleaning corn and other grains, placed on the market the Monitor Combined Corn and Grain Cleaner. Two years usage of this machine has demonstrated the fact that this machine is ideal for the purposes for which it was built.

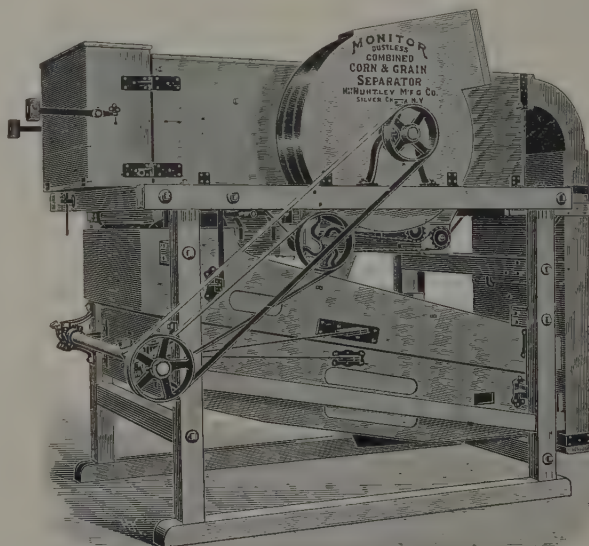
The makers write that this machine has proven to the satisfaction of hundreds of users that it is not an experiment but a practical machine that effectively puts corn and grain in proper condition to grade when marketed.

This combined corn and grain separator has the double shoe or compound shake movement, one screen being of the size suitable for corn and the other for wheat. When in operation it is only necessary to reverse a gate in order to change from corn to wheat.

The compound shake movement eliminates any jarring tendency, and the machine may be placed at the top of an elevator with perfect safety.

The air separations of the machine have been perfected and may be regulated while the machine is in motion to suit the judgment of the operator.

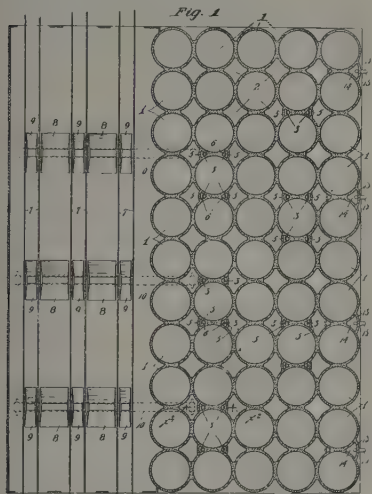
The Huntley Mfg. Co. has a long list of testimonials from people who have used this machine, and will be very glad to refer any prospective buyer to people in their own neighborhood who have the machine in satisfactory operation. A folder fully describing this machine will be sent upon request.



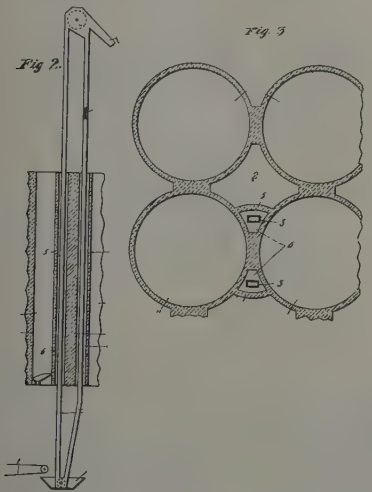
Elevator Leg Casing in Tank Storage.

The arrangement of cylindrical bins in two rows in two directions forms supplemental four-sided bins between each four adjoining cylindrical bins; and F. R. McQueen of Minneapolis has devised vertical partitions across corners of these supplemental bins to form leg passages.

In the engravings herewith Fig. 3 shows the four bins inclosing the supplemental bin, 2; one corner of which is closed off by the partition, 5, to form a



Placing of Leg Casings in Cluster of Tanks.



Elevation and Plan of Concrete Leg Casing.

shaft for the elevator leg casing, 3. Of two adjacent shafts one is for the down and one for the up leg. Fig. 2 shows the casing complete passing thru a bin structure; and the group of 55 tanks in Fig. 1 shows provision for 11 stands of elevators, as well as similar partitions on the outside of the structure for four loading spouts.

The material of the tanks may be concrete, re-inforced concrete or brick, and the vertical partitions are of the same material, thereby greatly increasing the rigidity of the entire bin structure.

The partitions thoroly protect the leg

casings from the pressure of the grain in the bins, and the legs may be removed at any time or repaired without opening any of the bins. The construction, while simple and inexpensive, adds strength and effects economy in the use of space. For his invention Mr. McQueen has been granted letters patent No. 873,774.

Installing Automatic Scales.

The Consolidated Elevator Co., of Duluth, Minn., is installing an Automatic Portable Bagging Scale to weigh corn, oats, etc., which is being furnished by the Richardson Scale Co.

The Alabama Corn Mills, of Mobile, Ala., are installing a Richardson Automatic Elevator Scale of 1,000-bu. capacity.

An Automatic Scale has been purchased from the Richardson Scale Co. by T. M. Canavel, of Sedgewick, Kas., which has a 1,000-bu. capacity for shipping purposes.

The Josey Miller Milling Co., of Beaumont, Tex., is replacing its previous scales, which were burned in the recent fire at its elevator by two Portable Bagging Scales bot of the Richardson Scale Co.

An Automatic Scale to receive barley into their maltings has been bot by the R. W. Rickel Co., Maltsters of Detroit, Mich., from the Richardson Scale Co.

Save the Dust.

This is an age when men are educated to save time, money, and all the by-products of manufacture and utilize them. The elevator operator who has learned to save, or as an old man said who had been in the business all his life, "to watch the corners" is the one who makes his business pay. One of the biggest problems that has confronted the elevator operator was the disposition of dust and dirt accumulated from the clipper, cleaners and scourers.

The most successful system for collecting elevator dust was made when the dust collector was patented. Among those who have made successful machines is the Cyclone Blow Pipe Co.

The system is simple. A blow pipe in which a suction is created by an exhaust fan is connected with cleaners or dust piles. When the dirt reaches a certain point in the pipe opposite the fan the suction ceases to suck, and becomes a discharge which blows the accumulations at a cyclone pace to an arrester which in turn by the gravity process, separates the air from the dirt and deposits the dust wherever desired.

The Cyclone Blow Pipe Co. will send descriptive literature to readers of the Journal who want to get rid of dust accumulations, for at this time no elevator is considered a standard fire insurance risk without a dust collecting system, and the charges of the insurance companies make it cheaper to install a dust collecting system than not to do so.

An interesting feature of this proposition is the disposition of the dirt. Usually it is carried directly to the furnace, but some operators have become wise, and found a market for it in the South where cotton seed is ground into meal. No enterprising elevator operator now burns the dust collected.

I cannot be without the Grain Dealers Journal in my business.—J. G. Lindsborg, Mgr. Farmers Grain & Live Stock Co., Saronville, Neb.



Cover's Dust Protector
 Rubber Protector \$2.00
 Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
 124 Perley St., South Bend, Ind.

Water Won't Freeze
 in gas engine tanks if you dissolve
Calcium Chloride
 in it in the proportion of 4½ lbs. to a gallon.
 And it's cheap—get names of users and full information.
James H. Rhodes & Company
 117 E. Kinzie Street Chicago, Ill.

Liability, Accident & Credit INSURANCE
London Guarantee and Accident Co. Limited
 Head Office, Chicago, Ill.

PATENTS PROTECTED BY THE PATENT TITLE AND GUARANTEE CO. NEW YORK

PURIFIED GRAIN

is demanded by the Eastern Trade. Increase YOUR profits by purifying your oats.

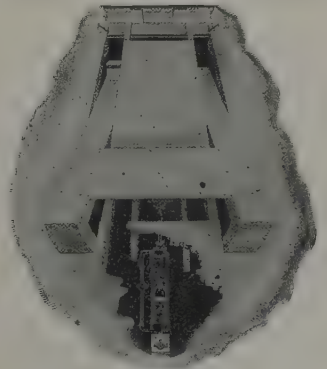
If You Want to Know—

How little it costs to install a purifying plant—
 How little room it occupies—
 How little power it takes to run it—
 How small the cost of purifying—
 How profitable it is to purify—
 How easy it is to operate a Purifier—

Write to us and we will send you samples of purified oats and tell you all about purifying

U. S. GRAIN PURIFIER CO., Earl Park, Indiana

Reliance Automatic Dump Controller



Here is What Users Think of It:

Fowler, Ind., July 6, 1907.
 Reliance Construction Co., Indianapolis, Ind.
 Gentlemen: Inclosed find check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump.
 Yours truly,
 WILBER HAWKINS, Per Finley.

Yorkville, Ill., July 19, 1907.
 Reliance Construction Co., Indianapolis, Ind.
 Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible.
 Yours truly, JETER & BOSTON.

We know it will be satisfactory. Will ship on trial. **RELIANCE CONSTRUCTION CO., 625 Board of Trade Bldg., Indianapolis, Ind.**

Exports of Breadstuffs.

Our exports of breadstuffs during 1907 included 89,897,600 bus. of wheat, 82,184,165 bus. of corn, 1,641,604 bus. of oats, 1,341,942 bus. of rye, 5,135,128 bus. of barley and 15,191,351 bbls. of wheat flour; compared with 61,347,789 bus. of wheat, 101,646,479 bus. of corn 25,333,982 bus. of oats 1,072,242 bus. of rye, 14,322,776 bus. of barley and 14,259,252 bbls. of wheat flour for 1906. The total value of breadstuffs exported during 1907 was \$204,459,443; against \$178,658,474 for 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

The gain made by wheat exports was maintained to the end of the year, the December shipments having been 17,190,962 bus., against 7,283,464 bus. in December, 1906. Puget Sound shared generously in the increase, the exports of wheat from that part of the Pacific Coast having been 3,466,000 bus. in December, against 656,000 bus. in December of the preceding year.

Purifying and Drying Grain.

The mechanical device and chemical processes for purifying grain patented and promulgated by the U. S. Grain Purifier Co. have been advantageously used for drying grain and this is an important feature that elevator operators should not overlook when purchasing purifying devices.

The U. S. Grain Purifier Co. was the first company in the field to make grain bleaching profitable to the country dealer, for until its devices were placed in reach of the average dealer by Caldwell & Barr, the machinery was too expensive. Several years of experimenting along chemical and mechanical lines made the present system adaptable in almost any elevator.

Many of the old time dangers that were a bugaboo to the system have been eliminated such as likelihood of fire. Then the system has been condensed so that about three square feet of space is all that is needed from the top to the bottom of the elevator to install the process. The grain is purified by means of passing sulphur fumes thru it.

The cold air of this system is what makes it valuable for drying purposes as well as purifying. The system is similar to kiln drying processes with the exception that cold air is used instead of hot. When it is desired to use the Purifier for drying and cooling, the grain is permitted to enter the upper part of a vertical casing fitted with deflectors. Grain entering the upper part is kept in a constant state of agitation on its downward path and a powerful current of cold air is forced thru the casing from the bottom upward, thus submitting the grain to an efficient cooling draft.

The simplicity and yet practical efficiency of such a device in any elevator is apparent, for it is obvious that where it is necessary to handle grain at all, it would be just as cheap to run it thru the casing once and submit it to a cooling current as it would to run it up and down the elevator leg and thru the cleaner.

When you install such a machine which is very simple in every particular you get not only a Purifying device that will stand you in good stead whenever you have musty wheat, oats or corn but also a device that will cool grain. In fact it is entirely practical to install this machine simply for running all grain thru it as it come from the farmer's thresher.

It makes the grain look brighter and puts it in a safe condition for long or slow shipment.

Imports and Exports of Hay.

Imports of hay during the 11 months prior to Dec. 1, 1907, have been 41,546 tons, against 62,746 tons for the corresponding period of 1906.

Exports of hay for the 11 months prior to Dec. 1, 1907, have been 66,843 tons, against 61,227 tons for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice meal, rice flour and broken rice for the 11 months prior to Dec. 1, 1907, have been 193,936,181 lbs., as against 193,066,664 lbs. for the corresponding period of 1906.

Exports of rice, rice meal, rice flour and broken rice for the 11 months prior to Dec. 1, 1906, have been 31,146,300 lbs. of domestic and 8,991,777 lbs. of foreign origin; against 26,671,966 lbs. of domestic and 8,520,516 lbs. of foreign origin for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

A 200 Ton Track Scale.

A scale that will accurately weigh two hundred tons of any commodity, continuously, is shown in the accompanying illustration.

The platform of this scale is 46 ft. long and a car width wide. Eight vertical rods make connection between scale levers above and the platform below. Any weakness in the scale that might develop is overcome by placing concrete piers under the main columns. The illustration shows these columns becoming a part of the retaining side wall. The superstructure is very simple and was built for service, not ornament.

The scale is composed entirely of steel and concrete with the exception of the floor of the platform. In order that trains which are continually passing thru its framework may not jar it the scale is provided with dead rails for all trains not to be weighed.

The platform is a free swinging structure, and for scales of this size especially, has been proven superior to the ordinary pit scale.

This scale was made by the Standard Scale & Supply Co.

Books Received

STATISTICS OF KANSAS CROPS.

—The report of the Kansas State Board of Agri. for the last quarter of 1907 is devoted solely to tables showing the state's population by counties and cities, acres, yields and values of farm products and number and value of live stock, as compiled by F. D. Coburn, Secy., Topeka, Kan.

TYPE AND VARIABILITY IN CORN.—Corn breeders will find a useful guide in this bulletin by Professors Eugene Davenport and Henry L. Rietz, on the mathematics of variation and on the influence of selection upon type and variability, as well as the effect of fertility. Bulletin No. 119, University of Illinois. Agri. Exp. Sta., Urbana, Ill.

THE RED BOOK.—For statistical information relating to grain, stocks, cotton, provisions, live stock and seeds, the crops, imports and exports of different countries, the Annual Red Book remains the standard publication for ready office reference. It is replete as usual with tabulated and trustworthy information. Howard, Bartels & Co., Chicago. Paper cover; 54 pages.

CULTURE AND USES OF BROME GRASS.—Brome grass (*Bromus inermis*) is at present of most importance in the Dakotas and sections adjoining, but is grown to some extent thruout the region from Kansas north and west to the coast. Grown on loose soils for a few years brome grass adds humus sufficient to keep the soil from blowing. The yield of seed is variable and is conservatively estimated at from 250 to 350 lbs. per acre. Brome grass hay is very little known on the city market and ordinarily sells for \$2 to \$3 a ton more than native wild hay and for about the same price as timothy. It was introduced from Europe in 1880, and is capable of withstanding severe cold and long drouth, but is seriously affected by heat, says Professor R. A. Oakley in Bulletin No. 111, recently issued by the Bureau of Plant Industry, U. S. Dept. of Agri., Washington, D. C.

The Senate Comite on Agri. received representatives of the Baltimore Chamber of Commerce and the Philadelphia Commercial Exchange recently who argued before the comite that federal inspection of grain would mean disaster to the grain trade. Senator McCumber explained his bill.



A 200-ton Track Scale Suspended from Above.

Patents Granted

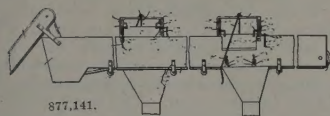
Gas Engine. No. 877,753. Wm. H. Ash, Bay Shore, N. Y.

Gas Engine. No. 877,834. Paul Daniel, New York, N. Y.

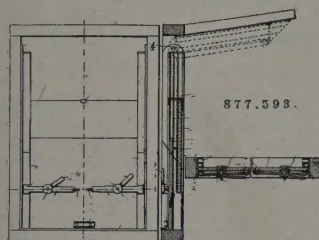
Gas Engine. No. 877,483. Wm. L. Boyer, Kansas City, Kan.

Carburetor. No. 877,136. Alfred C. Stewart, Los Angeles, Cal.

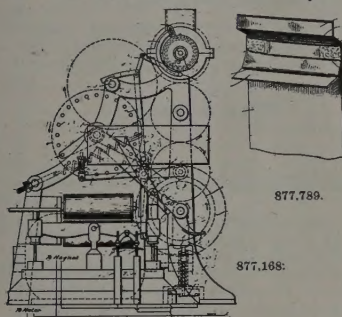
Starting Clutch for Gas Engines. No.



877,141.



877,593.



877,789.

877,168.

376,936. Robert E. Bradway, Straughn, Ind.

Controller for Gas Engines. No. 877,044. Henry W. Bradley, Ashton-under-Lyne, Eng.

Spark Coll. Aug. R. Luschka, Chicago, Ill., assignor to Motor Specialty Mfg. Co., Chicago.

Gas Engine. No. 877,023. Chas. H. Way, Lansing, Mich., assignor to New Way Motor Co., Lansing.

Igniter. No. 877,130. Geo. J. Schultz, New York, N. Y., assignor to Benjamin Briscoe, Tarrytown, N. Y.

Gas Engine. No. 877,818. Harry W. Adams, Fargo, N. D., assignor of 1/2 to Philip W. Farnham, Fargo.

Two-Cycle Gas Engine. No. 877,590. Daniel L. Outton, Boston, Mass., assignor to the Duo Motor Co., Boston.

Governor for Gas Engines. No. 877,024. Chas. H. Way, Lansing, Mich., assignor to New Way Motor Co., Lansing.

Gas Engine. No. 877,730. Herbert R. Palmer, Cleveland, O., assignor to Palmer Oil Engine Co., East Cleveland, O.

Gas Engine. No. 877,500. Arthur H. Goldingham, New York, N. Y., assignor to De La Vergne Machine Co., New York.

Muffler for Gas Engines. No. 877,840. Walter L. Gee, Saratoga Springs, N. Y.,

assignor to Wm. M. Gage, Saratoga Springs.

Muffler for Gas Engines. No. 877,860. Herbert S. Powell, Clinton, N. Y., assignor to Powell Muffler & Timer Co., Utica, N. Y.

Internal Combustion Engine. No. 877,378. Paul F. Schryver and Daniel C. Stover, Freeport, Ill., assignors to Stover Engine Works, Freeport.

Conveyor. No. 877,141. (see cut) Theodore C. Thompson, Roberts, Ill. The conveyor travels in a trough having openings in its sides thru which the material is directed by a spring-actuated gate engaging the conveyor.

Sample Envelope. No. 877,789. (see cut) John B. Merkle, Chicago, Ill. The closure comprises a strip attached at its ends to one side of the envelope and a clip embracing the part of the envelope folded down upon and within the strip when closed.

Automatic Weighing Machine. No. 877,168. (see cut) Robert Y. Bradshaw, Chicago, Ill. A timing device stops the coarse feed after a predetermined interval of time, and the fine feed is stopped automatically when the scale beam is in equilibrium. Each of a pair of spiral conveyors of different sizes is adapted to convey granular material to the scale, the larger conveyor stopping after a predetermined time.

Grain Car Door. No. 877,593. (see cut) Andrew Peirano and Wm. Greenwood, Wilson, Kan. The door is guided by grooves in rails having a fixed lower part and a pivoted upper member. On the outer side of the door are shoe bars, pivotally connected, and having their outer ends opposed to the friction faces of the guide rails. Springs move the shoe bars outwardly and nuts on screws force the shoe bars against the friction faces of the guide rails. In the engraving herewith are a perspective drawing and vertical and horizontal cross-sections.

Weight & Weighed.

Practically every farmer or driver who delivers a load of grain to an elevator desires a weight ticket of the grain as soon as the tare has been taken. This often is an inconvenience to many grain dealers who have not figured how to save time. Some of them find it necessary to leave the office, and go out to the wagon on the scale platform in order to give the driver the weights. Others thrust a window open and hand the weight to the driver thru it. It is obvious that in cold weather this is not only an uncomfortable practice but a really dangerous one. The weigher housed in a warm room who submits himself to sudden blasts of cold air is in danger of catching cold.

Caldwell, Barr & Co. at Earl Park, Ind., have studied this proposition and devised the following method to facilitate matters. They have a little card printed on a medium grade of manila paper such as this:

Richland Elevator.
Earl Park
Driver
Owner
Grain
Gross
Tare
Net
Weigher
Caldwell, Barr & Co.

Thru the window casing facing the scale this firm has made a hole about four inches square and on the outside has hung a piece of tin on an improvised hinge, over it. Then with a long pointer always at hand, the little piece of card board is placed in a groove at the end of the pointer and pushed thru the small aperture to the driver. This makes it unnecessary to run out to the wagon or open a window.

PASTEUR VACCINE CO. RATS VIRUS SCIENTIFIC EXTERMINATOR

NOT A POISON! Kills rats, on-bait and those on traps and mortal disease that only affects rodents. Both the virus and disease are harmless to domestic animals, pets, game, poultry and man. No odor.

1/2 lb. quantity from your dealer order at \$1.00. RATTITE Baiting Culture \$1.50, \$1.75, \$2.00. MOURATITE Baiting Culture \$1.50, \$1.75, \$2.00. Eucalyptus 100% Disinfectant. All household and veterinary uses. Traumatol (Hodgkess). Germicide, Non-Toxic, Non-Irritating. Human and Veterinary Surgical and Industrial uses.

PASTEUR VACCINE CO. LE PARIS 7 Rue Meyerbeer

Representatives: J. H. LAUREL & SONS, 1115 W. 11th St., Chicago, Ill. 375 Dearborn St.

Address Department K

Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn
until you have had
it tested for per cent
of moisture

The Columbus Laboratories

103 State St., Chicago

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

Grain CONTRACT BOOK

This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold bushels of at per bu., to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x41". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.

GRAIN DEALERS JOURNAL
255 La Salle Street, CHICAGO, ILL.

Annual Statement of Indiana Millers Mutual.

The 19th annual statement of the Indiana Millers Mutual Fire Insurance Co. of Indianapolis, Ind., shows the company to have started the new year with \$13,165,063 at risk. The Company's assets amounted to \$1,693,637, of which \$318,442 was cash, County and Municipal bonds and first mortgage loans, the balance being premium notes. Since organization this Company has paid losses amounting to \$938,386, and refunded to policy holders \$849,219.

Grain Shippers Mutual of North Dakota.

The Independent Grain Shippers Mutual Fire Ins. Co., of Fargo, has been granted a thirty year charter under the laws of that state. Its maximum line on one risk will be \$1,000 on buildings and \$4,000 on grain.

The officers and directors are Pres. W. C. Fairbanks, of Lakota; secretary and treasurer, E. Beissbarth, of Brinsmade; directors, Louis Thompson, Hatton; H. A. Nicholson, Crary; J. J. Taylor, Oriska; C. E. French, Penn; G. W. H. Davis, Devils Lake. The company now has about \$40,000 worth of insurance promised.

Annual Statement of the Western Millers Mutual.

The 25th annual statement of the Western Millers Mutual Fire Insurance Co. of Kansas City, Mo., shows that on Jan. 1 the company had \$4,762,625 insurance in force. Its assets amounting to \$920,539, included deposit notes subject to assessment \$805,110, premiums and assessment in course of collection \$10,410.

The Company's cash assets included school bonds \$25,000; first mortgage loans \$40,100; certificates of deposit \$25,000; cash in bank \$14,919. During the past year this company paid losses aggregating \$67,136. Its expenses amounted to \$15,564. Since organization the company has paid losses aggregating \$611,437.

The New England Mutual.

The first annual meeting of the New England Grain Dealers Mutual Fire Ins. Co., held at Boston Jan. 13, was attended by a number of policy holders.

The report of the treasurer, V. M. Bourneuf of Haverhill, showed available resources of \$44,552.64, with total liabilities, including reinsurance reserve, of \$12,689.90. More than 600 policies have been issued and the total cash received during the six months of actual business was \$25,167.29. This report was received with enthusiasm.

The following directors were chosen to serve for three years: Henry R. Burbeck of North Abington, H. A. Crossman of Needham, Benjamin W. Brown of Concord, Mass., H. L. Marsh of Newport, R. I., and J. S. Morrill of Laconia, N. H.

At the meeting of the new board of directors the following officials for the ensuing year were elected: Dean K. Webster of Lawrence, pres.; Milton L. Cushing of Fitchburg, vice pres.; V. M. Bourneuf of Haverhill, treas.; A. Shirley Ladd of Boston, secy.

Report of Grain Shippers Mutual

The report of the Grain Shippers Mutual Fire Ins. Ass'n of Ida Grove, Ia., shows its net assets Dec. 31, 1907, to have been \$45,672.76. Its risks in force amounted to \$6,927,000. During the last year this company saved its policy holders 20% of the basis rate and it now claims to be the only mutual company in Iowa carrying the full 40% of re-insurance reserve required by the law.

Elevator Fire Statistics.

The Grain Dealers National Mutual Fire Ins. Co. has been compiling statistics regarding fires occurring in grain elevators and recently issued a statement showing that 136 elevator fires have been reported to the company during the five years of its existence. Of this number 412% were total losses, 323% partial losses and in 265% of the fires no claim for damages was made.

The kind of power used does not necessarily show the cause of the fire, but it has a bearing on it. Of the plants visited by fire 48% used steam power; 44% gasoline; 22% horse, 15% water and 30% no power.

Nearly half or 47% of the fires occurred between 7 p. m. and 7 a. m. and 41% between 7 a. m. and 7 p. m. The time of the other fires is not known.

The causes of these 136 fires which resulted in losses aggregating \$186,650 were as follows: Outside exposure, 13 fires; supposed incendiary, 4; cob burners, 2; locomotive sparks, 28; sawdust cuspidor and waste basket, 3; lightning, 31; hot boxes, 11; careless use of cobs for fuel, 1; exhaust pipe, 4; overheated stove and defective stove pipe, 2; tramps, 5; origin in power house, 8; unknown, 12; friction, 6; tinner's furnace, 1; boys smoking, 1; leaky supply pipe, 2; crossed electric wires, 1; exploding lantern, 1.

Thru the use of barrels of brine and buckets 1.84% of the fires have been extinguished and \$78,050 saved to the policyholders of the company.

In commenting on the statistics Sec'y McCotter says the results shown are after the best endeavor of the Insurance Company to select the properties insured and after 80 per cent of the employees have made regular monthly self-inspection reports. Yet study the list and note how many fires have occurred and how much money has been paid and added to the insurance cost, which fires were preventable, if not due to outright carelessness.

The chief trouble in impressing on ele-

vator owners and employees the effect that constant watchfulness has on the insurance cost is the really few times that fires occur in the experience of each individual. A man who has operated an elevator for twenty years without a fire feels that he is about immune, while one who has had a fire from a hot box accepts that as practically the only danger. According to our record but one elevator in seventy burns annually or each elevator should burn but once in seventy years. This shows why the experience of one person or property does not solve the insurance problem and why such tables as presented should be studied and insurance inspectors should frequently inspect and confer with owners and employees.

While undoubtedly over one-half the losses paid by this Company could, with a little extra expense or care, have been prevented there is no occasion for pessimism. It only shows the opportunity for future improvement. The work that has been done by the field men in inspection and selection and the extra care, cleanliness and repairs that have been made by elevator foremen, under the self-inspection system has made the favorable results of the past.

Lightning caused the most fires, there being 20 reported, but fortunately, only two total. Lightning has been classed as an unpreventable loss, but this is not correct. Lightning damage can be prevented. Our records show that lightning has not struck an elevator with iron cladding and iron roof. We have yet to learn of lightning damaging an elevator with proper lightning rods. The cost of these is nominal. All fire insurance companies are complaining of lightning losses on elevators, and grain men will do well to take some means to eradicate the danger.

As usual, locomotive sparks is next to lightning in number, but the amount of loss claims was twice as much, or over \$15,000. As these fires start in the shingle roofs or dry grass and litter around an elevator, they also should be classed as preventable or within the control of the elevator owner. It is safe to estimate that over \$200,000 is annually taken out of the profits of country elevators in the form of premiums to be paid back to those having locomotive spark losses.

Last year tramps, in the way of two losses, cost \$7,423. If the elevators, fuel room and dust houses are securely locked and no lodging place provided the danger is largely reduced. Undoubtedly this hazard will have to receive extra attention this year.

A Large Load of Oats.—Can You Beat It?



The Load of 471 Bus. Oats Hauled 4 Miles by this Team to Elevator of Berne Grain & Hay Co., at Berne, Ind. [Courtesy Retail Coalman.]

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Elevator and Grain Insurance

Assets	- - -	\$2,616,633.05
Losses Paid	- - -	2,029,354.79
Net Cash Assets	-	458,690.31

Millers Mutual Fire Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 Insurance last year
Paid \$116,523.11 in losses last year
Added \$20,545.96 to surplus last year
Assessed only 40% of basis rates last year

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force	-	\$13,551,441.39
Face value of notes	-	1,701,351.60
Cash Assets	- - -	336,038.85

GEO. POSTEL, Prest.
A. R. MCKINNEY, Sec.

Chicago Agent:
M. W. FUGIT, 740 National Life Building.

Grain Shippers'

Mutual Fire Insurance Association

IDA GROVE, IOWA

Risks in force	\$6,927,000.00
Admitted assets, Dec. 30, 1907	\$50,197.76
Total liabilities	4,735.00

Net assets, Dec. 30, 1907	\$45,462.76
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Dividends on the basis of 80% cost.

We write Fire, Lightning and Tornado Insurance for the Grain Trade.

F. B. BABCOCK, Secretary.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

Low Cost

for

Short Term Insurance

Grain Insurance at short rates means from 20 to 140 per cent more than the pro rata cost for the same length of time.

Short term insurance with the



INDIANAPOLIS, IND.

means from 40 to 50 per cent below pro rata for the time carried.

No grain dealer is using the best business precaution who does not learn our price on his elevator and keep fully protected with us.

C. A. McCOTTER, Secretary
Board of Trade Building

Mill Owners' Mutual Fire Insurance Co.

DES MOINES, IA. Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets	\$266,243.81
Losses Paid	1,339,403.60
Saved to Policy Holders	1,752,149.12

J. G. SHARP, Secretary

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.
NO conflagration hazard.

Gross Assets	- -	\$4,937,625.96
Net Cash Surplus	-	883,105.27

Shippers' Record Book No. 20.

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdraws, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.
Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

HAMILTON RUBBER MFG. CO.

MANUFACTURERS
OF HIGH-GRADE

RUBBER BELTING

If you want Belting, guaranteed to give perfect satisfaction for all classes of work insist upon your engineer specifying "Hamilton made."

WRITE FOR SAMPLES AND PRICES

161 East Lake Street, CHICAGO

ELMER E. BAST, Manager
TELEPHONE, Main 2296



Webster 40 In. Reversible Belt Conveyor 310 feet long for Handling Grain.

Webster Machinery

For GRAIN ELEVATORS
and FLOUR MILLS

Write for Catalog No. 30

Webster M'f'g Co.

1075-1111 West 15th St., CHICAGO

EASTERN BRANCHES:
88-90 Reade St., New York Pennsylvania Bldg., Philadelphia

YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

THE DUST AT YOUR ELEVATOR.
MY COLLECTOR 'S AT YOUR SERVICE.

WRITE FOR PARTICULARS.

H. L. DAY, 1122-1126 Yale Place
MINNEAPOLIS, MINN.

YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the

GRAIN DEALERS JOURNAL

**FORWARD ALWAYS
NEVER BACKWARD**

The Evans Motor Attachment

Send for circular.

"The great profanity saver"

SCOTT F. EVANS, Minneapolis, U. S. A.

Your elevator legs must run if the motors are equipped with

QUIT KICKING

AND SHOVING grain cars into position.

BUY A

WELLER STANDARD CAR PULLER

with friction clutch
attached.



Our car pullers are made with extra heavy bearings and gears and we guarantee them to haul given capacity altho they have been known to pull twice their rated capacity.

Weller-made machinery for any part of your elevator is a guarantee that what you buy is reliable.

A Weller Standard Car Puller will "deliver the goods" to your receiving sink with less power and more efficiency than any other make.

We Solicit Inquiries about Elevator Machinery.

WELLER MFG. CO., Chicago, Ill.